ANNUAL REPORT

DEPARTMENT

OF

TRANSPORTATION

AND

PUBLIC WORKS

YEAR ENDED MARCH 31, 1991

HON. GORDON MacINNIS
Minister of Transportation and Public Works

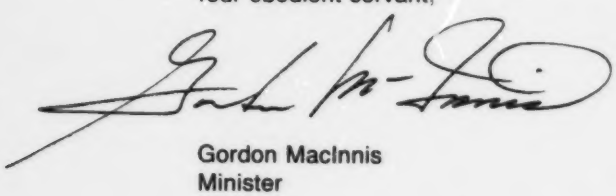
TO HER HONOUR
THE HONOURABLE MARION REID
Lieutenant Governor of Prince Edward Island

May it Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1991.

I have the honour to be, Madam

Your obedient servant,



Gordon MacInnis
Minister

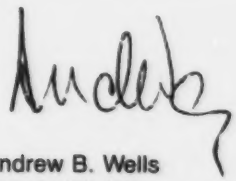
The Honourable Gordon E. MacInnis
Minister of Transportation & Public Works
Province of Prince Edward Island

Sir:

I am pleased to submit to you the Annual Report of the Department of Transportation & Public Works for the fiscal year ended 31 March 1991.

The activities of the respective Divisions are recounted in the following pages of the Report.

Respectfully submitted,



Andrew B. Wells
Deputy Minister

92-05990/

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2. Architects Act
3. Crown Building Corporation Act
4. Dangerous Goods (Transportation) Act
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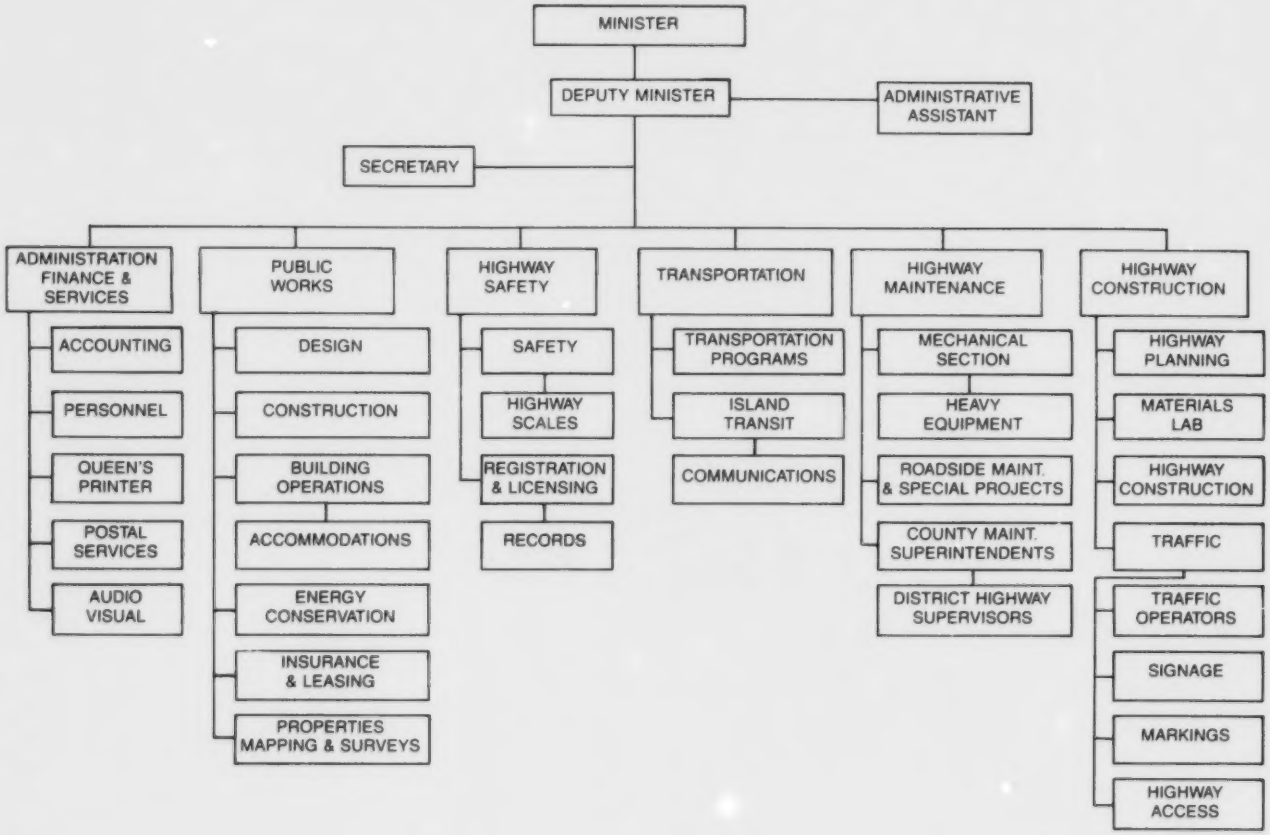
6. Expropriation Act
7. Georgetown Common Land Act
8. Highway Traffic Act
9. Land Survey Act
10. Land Surveyors Act
11. Motor Carrier Act
12. Off-Highway Vehicle Act
13. Public Works Act
14. Queen's Printer Act
15. Roads Act

DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS



PERSONNEL

Minister, Transportation & Public Works	Hon. Gordon MacInnis
Administrative Assistant	Jane McKay
Deputy Minister, Transportation & Public Works	Andrew B. Wells
Administrative Assistant	Nancy MacKinnon
ADMINISTRATION, FINANCE & SERVICES DIVISION	P.J. Murphy
Accounting	Robert Clow
Personnel	Susan LeDuc
Management Information	Richard Brown
Queens Printer	Gordon Babineau
Postal Services	Gordon Babineau
Audio Visual	Brien Willoughby
PUBLIC WORKS DIVISION	Joseph Caswell
Design	Foster Miller
Construction	Richard MacKinnon
Building Operations	Eric Arsenault
Leasing	Keith Mollison
Accommodations	Milan Radanovich
Properties & Surveys	Paul Knox
HIGHWAY SAFETY	Glen Beaton
Registration and Licensing	Foch McNally
Systems Development & Quality Control	John MacDonald
Safety	Wilf MacDonald
TRANSPORTATION DIVISION	Kenneth MacKenzie
Transportation, Communications & Island Transit	

HIGHWAY MAINTENANCE DIVISION	George Trainor
Heavy Equipment & Snow Removal	Cyrus MacEachern
Roadside Maintenance & Special Projects	Leonard Williams
Prince County Superintendent	Wayne Peters
- Prince 1	Ernest Adams
- Prince 2	George Frizzell
- Prince 3	Keith Subsbury
- Prince 4	Alastair MacLeod
- Prince 5	Alden Ryder
Queens County Superintendent	James Molyneaux
- Queens 1	Donald Dickieson
- Queens 2	Clayton Coles
- Queens 3	Bennett MacIsaac
- Queens 4	Richard Rooney
- Queens 5 & 6	Leonard McCabe
Kings County Superintendent	Rodney Walsh
- Kings 1	George Saville
- Kings 2	Robert Rowell
- Kings 3	Bernard Koke
- Kings 4	Irving Mackay
- Kings 5	George MacPherson
Mechanical - Charlottetown	Herbert MacDougall
Mechanical - Summerside	Eric Campbell
HIGHWAY CONSTRUCTION DIVISION	Thomas W. Walker
Highway Planning	Mike Bailey
Soils Lab	Lee Bell
Construction	Arthur Garrett
Traffic, Signage & Highway Marking	Allan Bartlett

ADMINISTRATION, FINANCE AND SERVICES DIVISION

ADMINISTRATION AND FINANCE SECTION

The Administration and Finance Section is responsible for the financial and personnel services of the Department. This includes the preparation of the annual budget, budget control, departmental accounting, purchasing, inventory control, payroll, management information systems and other related administrative support functions.

The division consists of the Director, four accounting support staff, three personnel support staff, two management information staff and a receptionist.

AUDIO VISUAL SERVICES

Audio Visual Services supplies audio and video services to all Government Departments, Agencies, Commissions and Crown Corporations; and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by government is controlled by the centre. All new purchases are approved by Audio Visual and the process is aimed at ensuring that government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to ensure reparability (i.e. availability of parts).

Statistics for year ending March 1991:

Total short term equipment loans	1,142
School preventative maintenance & Holland College	4,500
School Unit equipment delivered for repair	321
Holland College equipment delivered for repair	88
Government equipment delivered for repair	220

There were 66 service calls made to schools, government offices, etc., for a total of 339 man hours of work. The "on call" maintenance service for the court recording systems required approximately 30 visits by service personnel during the year. The legislative recording system has continued to operate excellently.

The graphic section completed 350 projects. There were four slide show productions for out-of-province travel. There were three complete book layouts consisting on an average of 30 pages, nursing being the largest. There were 17 two-fold brochures designed for various departments. The need for calligraphy is on the rise from last year.

The production section was responsible for the following:

Video Productions	55
Video Workshops	25
Film & Edit Sessions	149
Audio Tracks & Promos	56
Slide Shows	7
Radio Programs	207
Video Dubbing Requests	360

There has been a steady increase in requests for conference taping with the increase in Legislative Committee Meetings, Land Use Appeals, Classification Appeals and information meetings held Island wide. i.e. Social Services, Education.

An increased demand for use of 1/2" video equipment (playback and recording) as well as taping was experienced.

Photo Section:

Assignments (April 1, 1990 - March 31, 1991)	1286

(This figure includes all requests for processing black and white slide film as well as location/studio work).

POSTAL

Postal services currently offered to government departments include sorting of all interoffice mail, stamping of outgoing mail, and courier delivery to all Regional Service Centres, government buildings in the greater Charlottetown area and designated government buildings within the province.

Mechanized inserting service is offered to all provincial government departments. The service ranges from the weekly insertion of payroll cheques to the property tax mailing of 90,000 bills. Included in the service is the bursting and signature application to forms.

A Mail Management System was purchased which gives the ability to accurately assess the day-to-day operation and cost of mail service. This system can identify the customer as well as the type of mail being processed. This information provides machine and operator statistics and reports on postage expenditures.

Postage revenue recovered for the year totalled $22,938.98.

Mass mailing totals by machine for the year were as follows:

Decollator	2,405,000
Detacher	1,644,100
Folder	738,150
Inserter	525,834

Postage costs for 1990-91 totalled $739,075, down from the previous year's total of $889,884. Decreased cost was due mainly to accessing a more economical method of mailing tourism information kits.

PRINTING (Queen's Printer)

The Printing Section provides composition, printing and volume copying services for government departments, boards and commissions, as well as a photocopying service for the three-building administrative complex.

The following publications are produced for distribution and sale:

Royal Gazette
Revised Statutes of Prince Edward Island
Annual Statutes of Prince Edward Island
Legislative Journal of Prince Edward Island
Revised Regulations of Prince Edward Island

Revenue from the sale of publications and advertising in the Royal Gazette totalled $87,110 up from the previous year's total of $74,515.

During the past year this section produced a consolidation of the Regulations of Prince Edward Island. We also produced 1,500 copies of the Report on the Royal Commission on the Land. This report required 1.5 million press impressions to complete.

The section experienced heavy back-logs in work during the year causing lengthy delays in delivery of printing orders. A study was initiated to review the operation and delivery of services, and as a result, a number of recommendations were proposed with plan for implementation in the 1991-92 fiscal year.

The Department's management information staff began work on a computerized print management information system. This system will be designed to maintain an inventory of all jobs produced by this section. The system will be designed to work in Mapper and will identify customers by FIS code. It will have the departmental reports and stock inventory reports. This system will also be designed to produce printing work orders, subscription invoices and mailing labels.

A second Xerox 1090 was purchased to increase the production capacity of the volume copy centre. The copy centre produced 12 million impressions on the four volume copiers. Convenience copies produced 4.6 million copies. The three offset presses printed over 10 million impressions, an increase of approximately 140,000 impressions from the previous year.

PUBLIC WORKS DIVISION

The Public Works Division consists of the following sections:

Design
Construction
Leasing
Energy Management
Properties and Surveys
Operations and Maintenance

DESIGN SECTION

The Design Section provides the design work required to have various government or government client buildings constructed or renovated. The design work is either performed by section staff or by private consultants who are engaged on a project basis and supervised by the design section.

The design work includes:

Evaluation of existing buildings.
Development of concept plans.
Preparation of cost estimates.
Preparation of working drawings and specifications required to obtain tenders.
Receipt of tenders and completion of construction contracts.

The design was completed and tenders were received during the year for the following projects:

Queen Charlotte High School Addition/Renovation
Alberton Elementary School Addition/Renovation
French School/Community Centre
West Prince Regional Services Centre Addition
Cornwall Primary School/New
Evangeline School Elevator
Alberton School Window Replacement
Sherwood School Window Replacement
Fort Augustus School Gym Floor Replacement
Belfast School Window Replacement
Southern Kings School Reroofing
Glen Stewart School Parking Lot Reconstruction
Stonepark Jr. High School Parking Lot Reconstruction
Grain Elevators Upgrading/Repairs

Design was also being carried out on the following projects during the year:

Colonel Gray High School Addition/Renovation
Charlottetown Rural High School Addition/Renovation
Western Hospital Addition/Renovation
Community Hospital Addition/Renovation
Potato Services Building
Summerset Manor Addition, Phase 1
Borden Elementary School
Provincial Library Services Building
Highways Sign Shop
Queens County Highway Maintenance Depot
Prince County Hospital Electrical Upgrading
L.M. Montgomery School Addition

CONSTRUCTION SECTION

The Construction Section is responsible for inspecting and supervising the construction of new buildings and renovations to ensure that the contracts are completed according to plans, specifications and budget allocations.

The Construction Section provided contract supervision for a number of projects during the year. Projects completed this year were:

Birchwood Junior High School - Phase II
North Shore School
Prince County Jail Renovations
Alberton Elementary School Addition

Projects started but not completed during the year were:

Queen Charlotte Junior High School
Cornwall Primary School
Parkside Elementary School
Carrefour De L'Isle Saint Jean/French School
West Prince Regional Services Centre Addition

LEASING SECTION

Leases for government office space in private sector buildings are maintained throughout the province. The following changes occurred during the fiscal year 1990/91:

Leases Expired:

Pooles Food Market Ltd. - Justice of the Peace
Souris Co-op Association - Eastern Kings Services Centre

Leases Entered Into:

CADC - Classification Review Study
Employee Assistance Program
Treasury Board/Education Office Space
Clifford M.McQuaid - Agriculture Potato Disinfection Program
H & J Holdings - Finance/Computer Services
H & J Holdings - Royal Commission on the Land
Eric C. Robinson Inc. - ALFI Machinery Storage
Island Coastal Services - Government Garage Body Shop
Baie Acadienne Industrial Comm. - Services Centre Wellington

ENERGY MANAGEMENT SECTION

The Energy Management Section is responsible for the monitoring and reduction, where possible, of energy expenditures within Government owned and/or operated buildings, regular site visits, and the implementation of improved system technology where applicable.

This Section continues to monitor monthly energy expenditures with an eye towards low cost improvements in addition to ongoing evaluation and development of all direct digital control systems installed or being considered for installation in Government controlled facilities.

PROPERTIES AND SURVEYS SECTION

The Properties and Surveys Section is comprised of Crown Properties, (Public Roads and Public Rights-of-Way) and Legal Land Surveys.

PROPERTIES

The Crown Properties Section is responsible for the acquisition, disposal and leasing of land for all Departments of Government, including negotiations to purchase land necessary for road construction projects. It is also responsible for carrying out abstracts of title, noting and clearing registered encumbrances against properties to be purchased and/or to be disposed of as well as the preparation and execution of legal documents required for various real property transactions.

It is also responsible for the acceptance of streets within approved subdivisions, payment for same and the acquisition of tap drains and easements that may be required within approved subdivisions and/or along public roads.

This section negotiates satisfactory settlements for crops, lawn, shrubs, fences and tree damages (with private landowners) which result from road construction projects. This section researches and establishes the status of rights-of-way within the province. This section administers, maintains and updates a comprehensive inventory of all Crown Land,

it investigates all claims of adverse possession under the Quieting of Titles Act and land tax sales under the Real Property Tax Act; it certifies affidavits of transfer on behalf of Government, it administers Oath of Witness to prove the due execution of legal documents, and it is responsible for the Land Tax Ledger.

The Crown Properties (Public Roads/Public Rights-of-Way) section was involved in the purchase of 32 properties for both road construction projects (20 properties - $798,900) and other government projects (12 properties - $1,269,000) in which total expenditure amounted to $2,068,800.

This section also disposed of 6 parcels of Crown Land with total sales amounting to $755,500. Properties leased and rented for government purposes totaled $5,403. Revenue received for lease/rental of Crown Land totaled $7,479. Property Tax payments amounted to $32,438.07. This section also accepted 6,250 lineal feet (1.18 miles) of new rights-of-way resulting from the construction of subdivision streets within approved subdivisions. The monies received for payment for the construction of subdivision streets amounted to $405,147.50.

SURVEYS

The Survey Section includes one P.E.I. Land Surveyor, two calculations technicians, one draftsman and two full-time field crews consisting of one crew chief and one assistant.

Survey work carried out by this Section is requested by all departments of government. Some of this year's projects included surveying of school properties, highway diversions, surveying within provincial parks and some larger projects such as the Lakeside Golf Course. This Section continues to work closely with our highway surveyors regarding the legal survey of property required for road construction projects.

The upgrading and maintenance of the P.E.I. Survey Monument Grid System is the responsibility of this Section who contracts this work to L.R.I.S. to carry out an inspection and replacement program on an annual basis. This Grid System is the foundation of all survey work carried out in the Province by all P.E.I. Land Surveyors.

The need to computerize the drafting and calculation aspect of our survey operation was reviewed this year. Subsequently, plans are underway to acquire current surveying software/hardware to handle a graphic package which would enable survey plans to be calculated and drafted completely on the computer. This application should speed up the process in getting legal surveys completed.

OPERATIONS AND MAINTENANCE SECTION

The Operations and Maintenance Section is responsible for the operations and maintenance of some 70 Government owned buildings located across the Province. This section is also responsible for the accommodation requirements of Government, telephone systems, buildings security, storage and re-allocation of surplus furniture and oversees the operation of the Cater-Plan Cafeteria in the P.A.B.

The Operations and Maintenance Section is divided into three areas or regions with a maintenance supervisor and supporting staff as required stationed in each region.

Accommodations, telephones, security, etc. are managed from the Central Office in Charlottetown. Total staff complement is approximately 90 permanent and 30 temporary personnel

Some of the major projects accomplished in fiscal year 1990-91 include:

EASTERN REGION

Southern Kings & Queens Services Centre

Replacement of oil storage tank; interior and exterior painting; renovations to Highway Safety Offices to provide more efficient operation and better service facilities to general public.

King's Byway V.I.C.

Replacement of oil storage tank; interior and exterior electrical repairs; replacement of septic tank.

Kings County Court House and Jail

On going repairs, painting, etc., to interior of jail area; commenced a program of repointing/repairing the exterior of the stonework, this work will be phased over three fiscal years.

Forestry Depot Southampton

Extension of main office building and the maintenance shop repaired and painted.

Orwell Corner Historic Village

Shingle Mill repaired and new concrete supports installed; a program of reshingling the roofs continues with the Forge and South side of the School House being done this fiscal year.

Basin Head Fisheries Museum

Repairs to concrete support structure and doors on fish houses, reshingled information building roof.

Elmira Railway Station

New water pump installed; wheelchair ramps installed to information building.

Manors

Main entrance roof at Colville Manor repaired; one section of roof replaced at Riverview Manor and resurfaced the parking lot at Riverview.

CENTRAL REGION

Jones Building

Replaced hydraulic valves on elevators, 4th floor completely renovated to accommodate new modular offices; air conditioner cooling tower completely overhauled to provide 30% greater efficiency. Preparations being made to start refurbishing on 3rd floor.

Shaw-Sullivan Buildings

South elevator in Shaw Building completely overhauled including new cab interior, up-to-date controls meeting handicap standards.

Civil Service Commission, 1st Shaw, installed air conditioning system to alleviate overheating problems in interview offices particularly on West exposure. Recarpeting and painting undertaken in Civil Service and Energy & Forestry Departments.

On-going repairs to sidewalks and retaining walls; installation and upgrading of data communications systems.

Dr. Eric Found Center

Purchased new 50 lb. clothes dryer, repairs to roof in dietary wing; constructed new sundeck on roof West side; new kitchen facility constructed, 2nd floor Addictions, also two new showers installed in Addictions. Regular program of repointing, painting, etc., continues.

Beach Grove Home

New computerized control system installed on wood fire boiler; staff lunch room renovated; ventilation system upgraded in nursing stations and soiled linen rooms; new well and pump installed; on going roof repairs (shingles).

Government House

Repairs carried out on fascia board, gutters, rafters and wall on West and North side of main house, also roof repairs on Northwest wing. This roof will require new shingles next fiscal year. Program of planting trees continues with 15 birch and 2 pine planted this fiscal year.

Prince Edward Home

Agriculture pathology Lab was extended; new offices constructed to accommodate Heart to Heart Association, new roof installed on ambulance entrance, major floor repairs to dish washing room and staff lounge; hydraulic chip feeder on wood-fired heating system completely rebuilt and upgraded.

MacMillan Building

Boiler room received some upgrading with heat exchangers and pumps installed in cooperation with Energy Corporation. Boiler room now becomes part of the District Heating System; renovations 2nd floor to accommodate Highway Safety staff; parking lot extended to compensate for loss of parking to accommodate Haviland Place.

Boilers converted from Bunker "C" to #2 light oil; better accommodation provided for Power Engineers, new windows and office at grade level.

Provincial Correctional Center

Program of replacing original carpet with vinyl floor covering in minimum, medium and maximum lockups begun. It is the intention to replace all floor coverings over the next two fiscal years.

Hillsborough Hospital

Renovations to Unit 6 Day Rooms; reception area renovated, new office space created and switchboard relocated; reshingled roof on Murchison House; purchased new food mixer for dietary; program commenced on replacing windows in pre-discharge, regular on-going carpet/floor covering replacement program.

Davies Law Court

New lighting systems installed in courtrooms 1, 2, and 3. Courtrooms 4 and 5 will be accomplished next fiscal year. Repairs undertaken on copper roof West side.

Oak Tree Place

Reservation area renovated and new communication system installed.

Coles Building

Audio visual control room renovated to provide better observation of meeting room; new condenser installed on air conditioning; repairs to brick walkway and ramp areas, lst floor repainted.

Sherwood Home

Basement area renovated to provide bedroom space, also renovated 2 bedrooms on main floor; purchased new automatic clothes washer, on going painting kitchen and bedroom areas.

Portable Classrooms

Relocated portables from Alberton and Glen Stewart to Charlottetown Rural, Fort Augustus and Lucy Maud Montgomery; purchased small building and renovated for book storage at Charlottetown Rural; ongoing repairs to walls, floors and rooms in structures still in operation.

WESTERN REGION

P.E.I. Youth Centre

Dust collection equipment purchased and installed in work shop area, commencement made on revitalizing the lawn areas and replacing the many dead trees on the property.

Prince County Courthouse and Jail

Work completed on installation of new underground oil tank, extra electrical circuits and some lighting added to jail and judge's chambers. Sixteen new mini blinds purchased and installed in the courthouse.

Maplewood Manor

Roof replaced on East wing, minor roof repairs done on area(s) in North wing. Oil tank replacement completed.

Eighteen new windows purchased and installed in the continuation of window replacement upgrading at this location.

West Prince Regional Services Center

New underground heating lines installed from Vet Clinic to this building. The new lines were upgraded and properly insulated to reduce heat loss.

Prince County Health Center

Oil tank replacement completed, various offices wired to provide data wiring circuitry, regular repairs/maintenance on zone valves, doors, windows, grounds, etc.

Alberton Court House

Sixteen new basement windows purchased and installed, new wheelchair ramp and doorway provided to allow handicapped access to the building.

Forestry Depot - Wellington

Installed new hot water baseboard heating system and hot water oil fired boiler. Major repairs to ship lap spruce siding, also two coats stain applied after repairs undertaken.

Yeo House - Green Park

Blacksmith Shop roof and three walls reshingled.

Borden V.I.C.

Air conditioner purchased and installed to help alleviate the overheating problems in this crowded area. Carpet replaced.

Borden Scalehouse

On going repairs to scale deck to hold it together. This deck is scheduled for replacement next fiscal year. Office building floor upgraded and new vinyl flooring installed.

ACCOMMODATIONS

The Accommodations Section is responsible for the assignment of office space in government owned and leased buildings; telephone co-ordination and liaison between government departments and Island Telephone.

The following is a list of relocations occurring between April 1, 1990 and March 31, 1991:

The Department of Community and Cultural Affairs relocated from 3rd Jones to 4th Jones.
The Department of the Environment relocated from 3rd Jones to 4th Jones.
Eastern Kings Services Center relocated from Souris Co-op Building to new facility constructed by Cheverie Construction.

Telecommunications

The Department of Agriculture Research Station data wiring was completed on March 31, 1991, permitting the expansion of service from the L.A.N. located on the 4th floor of the Jones Building Annex as well as providing future growth and the introduction of W.A.N. service.

All major renovations included the installation of data wiring permitting future installations of L.A.N. and W.A.N. service as well as permitting modular main frame connections using twisted pair wiring in lieu of the more expensive 25 pair cabling system.

The Department of Transportation and Public Works in conjunction with Island Tel and M.T.T. has developed a consolidated telephone billing system currently in use by the Department of Transportation and Public Works. This format is expected to be introduced throughout the remainder of Government in the new fiscal year comprising a portion of the Telecommunications Management System.

SCHEDULE OF BUILDINGS

Charlottetown and vicinity:

Sullivan Building
Shaw Building
Jones Building
Province House
Province House Annex
Beach Grove Home for Special Care
Highways Garage
Highways Lab Building
Government House and Garage
Dr. Found Health Centre and Mona Wilson Centre
Belmont Street Warehouse
Coles Building
Provincial Correctional Centre
Queen's County Forestry Offices - Beach Grove
Bunbury Nursery Complex
Brackley Visitor Information Centre
MacMillan Building
Prince Edward Home
Customs House Sherwood Home

Hillsborough Hospital:

- Hillsborough General Hospital
- Laundry and Recreation Hall
- Nurses Home
- Superintendent's Residence and Garage
- Doctor's Residence
- Occupational Therapy Building
- Greenhouse Maintenance Building

Summerside Area:

- Highways Garage
- Prince County Courthouse and Jail
- Dept. of Public Works Office
- Summerside Health Centre and Storage Garage
- P. E. I. Youth Centre

Others:

- Grain Elevator, New Annan
- Courthouse and Jail, Georgetown
- Kings By-Way VIC, Pooles Corner
- Scale House, Borden
- Visitor Information Centre, Wood Islands
- Brudenell
- Brudenell Recreation Complex
- Scale House, Wood Islands
- West Prince Regional Services Centre
- Southern Kings & Queens Services Centre
- Montague Office Building
- O'Leary Veterinary Clinic
- Grain Elevator, Roseneath
- Grain Elevator, Elmsdale
- Prince County Forestry Depot
- Southern Kings Highway Depot
- Kings County Forestry Depot
- Alberton Courthouse
- Lady Slipper Visitor Information Centre
- Fisheries Museum, Basin Head
- Museum, Orwell Corner
- VIC Portage
- Youth Centre, Georgetown
- Youth Centre, Tyne Valley
- Portable Classrooms
- Cavendish VIC
- Green Park Historic Site
- Elmira Railway Station

SCHEDULE OF BUILDING TENDERS

Alberton School Addition - opened July 17, 1990

General

Maddix Construction	$288,300

Mechanical

Inman Plumbing & Heating	54,375

Electrical

Gaudet's Electric	18,885
Prince Electric	22,229
Waite's Enterprises	22,500
Inman Plumbing & Heating	32,480

West Prince Regional Services Centre Addition - opened July 24/90

General

Wellington Construction	115,143
Harper's Construction	Incomplete
MacMillan Construction	142,366

Mechanical

Inman Plumbing & Heating	31,370

Electrical

LeClair Electric	10,800
Robert Frost Electric	11,575
Prince Electric	13,329
Inman Plumbing & Heating	16,976

French School/Community Center - opened July 31, 1990

General

Schurman Construction Ltd	3,689,500
Williams, Murphy & MacLeod Ltd	3,897,000
Fitzgerald & Snow Ltd	3,967,000

Mechanical

MacIntyre Sheet Metal	1,132,000
Bevan Bros Ltd	1,140,000
Steen Contractors	1,143,500

Electrical

Inman Plumbing & Heating	Incomplete
Hansen Electric	Incomplete
Univex Maritimes	595,000
Delta Electric	657,200

Cornwall School - opened September 18, 1991

General

Williams, Murphy & MacLeod	3,270,000
Schurman Construction	3,305,900
Fitzgerald & Snow Ltd	3,317,000
Atlas Construction	3,389,264

Mechanical

Bevan Bros. Ltd	680,000
Steen Contractors	728,500
MacIntyre Sheet Metal	730,000
Halifax Heating & Air Conditioning	768,500
Inman Plumbing & Heating	778,645

Electrical

Hansen Electric	351,000
Inman Plumbing & Heating	359,427
Univex Maritimes	360,000
Liberty Electric	381,278

HIGHWAY SAFETY DIVISION

The Highway Safety Division operates branches at Alberton, Souris, Montague, Summerside, and headquarters in Charlottetown, providing the general administration, safety programs and registration functions.

The Division's overall objective is to promote safe conditions for highway users, provide registration for vehicles and drivers, and to support the Minister of Transportation and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act, the Roads Act, and the Transportation of Dangerous Goods Act.

Roadside inspections of commercial vehicles (in accordance with the Commercial Vehicle Safety Alliance) were continued as a safety check to ensure these vehicles complied with National Safety Code Standards.

Meetings were held throughout the province to update truckers and companies with information about the new weights and dimensions, hours of work, and trip inspections to ensure they were fully aware of changes which had taken place.

In the continuing effort to reduce impaired driving on the highways, legislation was implemented to increase the length of time the driver's license is canceled. Repeat offenders will have their driver's license canceled for a period of up to three years.

As drivers under the age of 19 are not permitted to drink; and as drivers under the age of 19 are involved in a high percentage of alcohol-related accidents, legislation was introduced and passed to make it an offense for drivers under age 19 to drive with any trace of alcohol in their system. Any drivers who exceed the "zero tolerance" level are subject to a cancellation of their drivers license.

Legislation was passed to increase the dollar value of property damage to a motor vehicle from $500.00 to $1,000.00 before it has to be reported to a police agency.

Penalties for traffic violations were reviewed for the first time in a number of years and a revised schedule for Highway Traffic Act fines was put in place to reflect the inflationary costs for the past years.

REGISTRATION and LICENSING

This Section maintains records on all drivers who have had convictions for motor vehicle related offenses and who are scheduled for counseling activity such as an interview or a re-examination. This Section, also maintains documents on compulsory insurance, accident statistics, and motor vehicle dealers.

This Section issues abstracts of driving records to individuals and insurance companies.

During the period of April 1, 1990 to March 31, 1991, the Records Section processed approximately 58,994 transactions for various reasons. A summary of the major activities are shown in the table following. (1989-90 figures are shown for comparison purposes.)

	1989-1990	1990-1991
1. Driver License Suspensions		
(a) Criminal Code	632	642
(b) Demerit Point System	514	603
2. Driver Licenses Confiscated		
(a) Criminal Code	172	138
(b) Demerit Point System	154	162
3. Driver License Reinstatement		
(a) Criminal Code	510	427
(b) Demerit Point System	483	454
4. Compulsory Insurance		
(a) Cancellations received from insurance companies	5,500	4,350
5. Accidents		
(a) Fatalities	19	28
(b) Injuries	993	1078
(c) Number of Fatal Accidents	19	26
(d) Number of Collisions	3,637	2,969
6. Judgment Recovery (P.E.I.) Ltd.		
(a) Number of New Cases	6	10
7. Dealer Trade License		
(a) Class "A" New and Used Vehicles	32	31
(b) Class "B" Sub-dealers	4	3
(c) Class "C" Used Vehicles	78	71
(d) Class "D" New and Used Mobile Homes	4	5

SYSTEMS DEVELOPMENT AND QUALITY CONTROL

The section consists of 5 employees. It has has two primary functions:

1. Co-ordinate the development, modification and enhancement of new or existing Divisional systems.

   Driver Vehicle System
   Single Application Vehicle Registration (CAVR Program)
   Records Management System

Accident Reporting System
Interprovincial Records Exchange System

2. Revenue Balance and Quality Control

Revenue	$6,076,629.00
Sales Tax	2,929,123.00
TOTAL FEES	$9,005,752.00

VEHICLE REGISTRATIONS 1990

CAR	TRUCKS	MOTORCYCLES	BUSES	SPY	TRAILERS	PRP
58,604	25,413	1,691	408	1,089	2,004	538

TOTAL = 89,747

Note: Buses (school) are registered for a 3-year period. Trailers are registered for a 5-year period.

DRIVER LICENSES ISSUED 1990

Newly Licensed	2,483
Renewed Drivers	26,209
Exchanged Licenses* (from out-of-province)	1,797
TOTAL	30,489

SAFETY SECTION

Activity, as it relates to driving, was divided into two categories:

1. the driver; and
2. the vehicle.

In each of these categories, the measures designed to counter highway collisions were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle.

Countermeasures were planned and conducted on the premise that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasure strategy was to increase the driver's knowledge of highway laws and safe driving practices by creating a general awareness through the public news media; and testing new drivers; licensing control over newly licensed drivers, and correction of unsafe practices among other drivers.

The Safety Section plans and co-ordinates the following programs:

1. Promotion of Highway Safety
2. Driver Improvement
3. Motor Vehicle Inspection
4. Highway Weight Enforcement

PROMOTION OF HIGHWAY SAFETY

DRIVER TESTING:

The basic objective of driver testing is to establish and maintain acceptable standards for the issuance of driver licenses for all classes of vehicles in accordance with the provisions of the Highway Traffic Act, Regulations, and Departmental Policy. To obtain a drivers license, an applicant needs the necessary knowledge, skill, physical and mental ability to safely operate a motor vehicle. The driver examiner tests all drivers requiring an initial license and those requiring a higher class of license. Tests are passed by successfully completing a written examination of rules of the road, a vision screening, and an actual road test.

In 1990, the driver testing section conducted 2,884 written and oral knowledge tests, with a success rate of 83%. Road tests were administered to 2,942 applicants, with a success rate of 51%. The total number of oral, written and driving tests administered in the five regional offices in Charlottetown, Summerside, Alberton, Souris and Montague was 5,826.

To promote correct driving habits, the Division encouraged young drivers to become involved in a Driver Education Program. Applicants enrolled in a Driver Education Program can obtain their Instruction Permit when they are 15 1/2 years of age. The applicant must produce a letter from the Driver Education Instructor stating that they are enrolled in the Course. Although the applicant can receive an Instruction Permit at 15 1/2, the applicant must wait at least 30 days after their 16th birthday before going on a road test.

There are nine commercial driver education schools operating in the Province. These schools offer twenty-five hours of in-classroom instruction and six hours behind-the-wheel training as required by the Driving School Regulations. These nine commercial schools trained approximately 461 new drivers in 1990.

The Driver Education Course is designed to help new drivers develop good driving habits and to obtain a drivers license. The Program for 15 1/2 year old drivers allows young drivers more exposure to behind-the wheel training.

NOVICE DRIVING PROGRAM

The Novice Driver Course is compulsory unless a Driver Education Course has been completed. All new drivers applying for a license must complete either of these courses prior to taking a road test. During 1990, the Division conducted 101 Novice Driver courses with 1,413 students completing this course.

TRAFFIC SAFETY PROMOTION

This Section provides safety information to the driving public in all areas of highway driving. The Division promotes traffic safety by using newspapers, radio, brochures, posters and pamphlets.

Traffic Safety campaigns are conducted promoting bicycle safety, off-highway vehicle rules, rules of the road, vehicle safety, pedestrian safety, winter driving tips, registration and license renewal reminders, and seat belt use. Impaired drivers are a continual problem on the highways and a constant campaign is conducted to encourage people not to drive after they have been drinking.

DRIVER IMPROVEMENT COURSES:

When a driver accumulates six or more demerit points, a letter is issued advising of the consequences which could result from further demerit points. If a driver accumulates nine or more demerit points, the driver is required to attend a Driver Improvement interview in which the driver is assisted in achieving an awareness of the driving problem and developing a solution to that problem. After a driver accumulates 12 or more demerit points, the license is suspended for a three month period. Drivers must attend a mandatory reinstatement interview and a Driver Improvement Course. The license may be further suspended for failure to attend this Course.

In 1990, six Driver Improvement Courses were held throughout the Province with 255 drivers required to attend, 182 attended, and 158 successfully completed the course.

DRIVER REHABILITATION:

All drivers who are convicted of a second or subsequent offense pursuant to Section 253(a), 253(b) or 254 (5), of the Criminal Code of Canada must attend an Impaired Drivers Course conducted by the Highway Safety Division. This Course must be completed before a driver suspended under these Sections can have his driver's license reinstated.

In 1990, six courses were conducted throughout the Province. 246 people were required to attend with 136 suspended drivers attending and 111 of the attendants completing the Course. Anyone who did not complete the Course would not have their license reinstated.

The Highway Safety Division, also conducts a Driver Rehabilitation Program for the first time offender who is convicted for impaired driving. This program is a requirement before a driver's license is reinstated.

In 1990, eighteen courses were conducted with 331 people required to attend this course throughout the Province, 175 attended and 175 completed the program.

ASSESSMENT PROGRAM:

The Alcohol Assessment Referral Program, requires drivers with three or more convictions for impaired driving to have an alcohol assessment completed and if required, undergo curative treatment at an Addiction Service Center. A probationary driver's license may be returned to the driver only if the treatment program recommended by Addiction Services was followed. The probationary license is valid as long as the curative treatment

program was followed. In 1990, 112 drivers were required to attend this program with 109 receiving a probationary license and 15 drivers licenses being canceled for failing to comply with the probationary order.

DRIVER IMPROVEMENT:

The primary function of the Driver Improvement Section is to identify the problem drivers (by their driving record) and to induce them to change their driving habits and attitudes thereby reducing fatalities, injuries, and property damage.

DEFENSIVE DRIVING COURSES:

Courses on safe driving habits have been developed by the Canada Safety Council with the co-operation of the Provincial Government. Attendance at these courses is voluntary and those who successfully complete the course are given a bonus of 3 points which can be used as a credit in the Demerit Point System. The Defensive Driving Course develops safer drivers for Prince Edward Island highways.

In 1990, there were 26 Defensive Driving Courses offered in the Province with 382 students participating and 217 successfully completing the course.

ACCIDENT REPORTING SYSTEM

Computer records are kept on all reported motor vehicle accidents. During 1990, it is estimated that approximately 891,000,000 kilometers were driven by motor vehicles on Prince Edward Island. There were 3,200 collisions resulting in 1,125 injuries and 29 fatalities. The 29 fatalities includes 13 drivers, 6 passengers, 7 pedestrians, 2 motorcyclists, and 1 bicyclist.

OVER THE LINE - AN EDUCATIONAL MODULE ON IMPAIRED DRIVING

Over the Line - An Educational Module on Impaired Driving was introduced into all commercial driver education schools in the Province and has since become part of the curriculum.

This module is a major initiative of the National Impaired Driving Strategy and is based upon extensive consultation with driving instructors and students across Canada, as well as vigorous research into the best ways to influence young drivers. Its innovative use of printed materials and videos to trigger discussion and activities reflect findings from three years of consultation and research. This module will also become part of the Novice Driver Program.

NATIONAL OCCUPANT RESTRAINT PROGRAM:

In 1990 the Highway Safety Division in conjunction with the Canadian Council of Motor Transport Administrators, introduced the National Occupant Restraint Program to the province.

The Federal and Provincial ministers responsible for road safety have endorsed this Program and recommended that all jurisdictions set a goal of reaching a seat belt usage rate of 95% for all occupants by 1995.

The Program involves the Highway Safety Division, and all Police agencies across the Island and through an enforcement program it is designed to achieve a 95% seat belt wearing rate by the end of 1995. At the end of this year the seat belt usage rate on Prince Edward Island averaged 70.2%.

ANNUAL MOTOR VEHICLE INSPECTION REPORT

MOTOR VEHICLE INSPECTION PROGRAM:

The Motor Vehicle Inspection Program continued in 1990 to monitor the operating condition of motor vehicles in Prince Edward Island. The compulsory inspection of passenger cars, light trucks, heavy trucks, farm trucks, trailers, and motorcycles totaled 92,160.

In 1990, there were 198 inspection stations with 380 licensed mechanics involved in the periodic inspection program. The inspection stations and licensed mechanics carried out the following Inspections:

Car/Truck	81,722
Farm Trucks	1,792
Motorcycles	1,060
Trailers	2,116
Vehicles Rejected	5,470

The Motor Vehicle Inspection officers co-operated with police agencies to conduct 33 stop-check programs resulting in 401 charges, 399 written warnings by Police, and 561 written warnings by Highway Safety Division Safety Officers. Actual vehicles checked were 3,208, and 14,552 were observed at check points.

Charges Laid:

Liquor Control Act: 3 charges
Seat Belts: 39 charges, and 63 warnings issued
Motor Vehicle Inspection Regulations: 166 charges, and 351 warnings issued
Also, for driving with expired registrations: 160 charges, and 352 warnings issued

HIGHWAY SCALES

The Highway Scales operation consists of two fixed scales; one at Borden and one at Wood Islands, and a portable mobile scale operating throughout the Province. Scale officers enforce the Roads Act Vehicle Weight Regulations, Highway Traffic Act, Transportation of Dangerous Goods Act, and Plant and Disease Eradication Act.

During 1990, scale officers made charges for violations under:

Vehicle Weight Regulations - 1298
Highway Traffic Act - 12

As well, scale officers at the fixed locations issued permits as follows:

CAVR Permits - 892
Over-dimensional Permits - 247
Overweight Permits - 32
In-Transit Permits - 20

TRANSPORTATION DIVISION

AIR

In November 1990 the Honourable Doug Lewis, Minister of Transport, announced that early in 1991, Canada would begin negotiations with the United States for a new bilateral air agreement respecting trans-border services. The Minister also announced the commencement of a consultative process involving public hearings and written submissions in order to provide an opportunity for provincial governments, airlines, and other interested parties to present their views on this subject and an "open skies" bilateral policy was one of the options to be considered in the process. Public hearings were not held in this province and the government's views and concerns respecting trans-border air policy were communicated to the Minister of Transport by letter in January 1991. Canada/United States negotiations are scheduled to begin in April 1991. There is concern on the part of some airlines over their ability to compete with larger American carriers and over the difficulty in gaining access to U.S. airport facilities in a liberalized bilateral regime.

The North American airline industry has fallen upon hard times. Canada's major carriers are experiencing declining profits and a number of major U.S. carriers are facing financial difficulty or even bankruptcy. Obviously the industry is suffering from over-capacity which casts some doubt on the merits of the existing policy of deregulation.

In general, air fares increased between 5% and 15% during the year.

Air Nova announced a daily flight to Newark via Halifax during the coming summer. In November 1990 Air Canada acquired complete ownership of Air Nova by purchasing the remaining 51% of the regional airline.

Air Canada lost $74 million in 1990 and, in October, began a process of eliminating 3,400 positions. Air Canada no longer provides year round non-stop service between Charlottetown and Toronto but did operate two return direct flights per day via Moncton in 1990. These flights were operated at inconvenient times and traffic suffered as a result.

Canadian Airlines International Ltd. no longer serves Prince Edward Island. The airline discontinued its jet service to the province on April 29, 1990. It is now necessary to use Air Atlantic or Air Nova turboprop flights to connect with Canadian Airlines' flights at Halifax. With the exception of Air Canada's direct flight to Toronto via Moncton, Islanders must change airplanes in Halifax to travel to or from any point and the jet service and non-stop flights the Island once enjoyed have fallen victim to the federal government's deregulation policy.

During the period covered by this report, Canadian Airlines lost $14.6 million.

Air Nova operated six return flights between Charlottetown and Halifax with 37-seat Dash-8 equipment. In addition, the airline announced a summer daily service between Charlottetown and Newark, New Jersey via Halifax using BAe-146 aircraft.

Air Atlantic also operated six return flights daily in 1990 with Dash-8's. Air Atlantic added BAe 77-passenger jets to its fleet during the year.

Airlines expressed concern about the impact on costs and service of measures contained in a federal cost recovery proposal. The proposal, if implemented, would impose increases in landing fees, terminal fees, air navigation fees, etc. and would result in substantial increases in fees for smaller airplanes such as the de Havilland Dash-8 which now performs nearly all of the flights scheduled to and from this province.

AIRPORT FACILITIES

Facilities at the Charlottetown Airport are more than adequate for the traffic. Some 210,000 passengers were accommodated in 1990 without difficulty or inconvenience and very few flights were canceled or diverted due to weather conditions. The east-west runway provides an alternative for turboprop aircraft in adverse weather, thus permitting a very high standard of reliability. The only significant deficiency at the airport is the lack of loading bridges for emplaning and deplaning passengers.

ATLANTIC PROVINCES TRANSPORTATION COMMISSION

The Atlantic Provinces Transportation Commission (formerly the Maritimes Transportation Commission) is a shippers' service agency which is funded by the four Atlantic governments. It has been in existence since 1925 and maintains offices in Moncton with a staff of twelve. The Commission provides a broad range of transportation related services to users of freight transportation including rate negotiation and advice, routing advice, tariff information, preparation of submissions, publication of directories and bulletins, statistical reports, research projects and the organization of transportation seminars and other meetings. Since 1988 the Commission has been monitoring transportation services under contract with the National Transportation Agency for the purposes of the Annual Review of transportation legislation required by the National Transportation Act 1987.

The Commission is governed by a board of directors, ten of whom are appointed by the four provincial governments and a further ten by the Atlantic Provinces Chamber of Commerce. Prince Edward Island is represented on the Board by the following directors:

K.A. MacKenzie,
Government of P.E.I.;

D.A. Scales,
Government of P.E.I.;

George Key,
Atlantic Provinces Chamber of Commerce;

Gordon Ching,
Atlantic Provinces Chamber of Commerce.

The revenue budget of the Commission for the 1990/91 fiscal year was $700,125, of which P.E.I.'s share was one-fifteenth, or $46,675.

BUS TRANSPORT

During the period of this report, scheduled bus service for passenger and parcel express was provided by three carriers along intraprovincial and extraprovincial routes.

SMT Limited operated a twice daily passenger/parcel express service between Charlottetown and Moncton for connection with mainland passenger trains and bus services.

Island Transit operated a 5-day per week return passenger/parcel express service between Charlottetown, Summerside and Tignish. Traffic on this service continued to decrease in 1990. The Island Transit fleet now consists of one 1987 MCI 47-seat coach and one 1977 GMC 39-seat coach which is used as a spare.

From May to October, Trius Tours operated a daily return scheduled service for passengers and express between Charlottetown and New Glasgow, Nova Scotia, for connection with Acadian Lines. During the same period, this carrier also operated a daily return bus service between Charlottetown and Souris.

Charter bus service is available from SMT and Trius Tours as well as from other charter operators from outside the province.

COST RECOVERY

In August 1990 Transport Canada introduced, by way of a discussion paper, a proposal for a cost recovery policy which could have far reaching implications for transportation users in Canada.

The objective of the proposal was to increase revenue from marine transport by $25 million and from air transport by $40 million.

In addition to the user charges mentioned earlier in this report under Air Transport, the proposal included a marine navigation service charge, a per passenger charge for cruise vessels, a charge for dredging and sounding, regulatory, safety and communications charges, and a possible site specific rate structure for wharfage, berthage and like fees. Although the proposal indicated "no proposed charge at this time" for ice breaking service, federal officials do not rule out the imposition of charges for this service in the future. Obviously, any substantial charge for ice breaking would prove disastrous for the province's export potato industry.

Federal authorities had hoped to implement the proposed cost recovery policy early in 1991, but no action has been taken to date.

FEDERAL/PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION

F/P CART is a consultative mechanism for dealing with freight subsidy matters and various other transportation issues which arise from time to time. Its members are the senior transport policy officials from the five eastern provinces together with representatives of Transport Canada. The Committee has existed since 1969 when it was established by the Minister of Transport to recommend a more effective way of using funds allocated to freight subsidy programs. The Committee meets on an as required basis. In recent years, its effectiveness as a policy forum has been somewhat eroded.

FEDERAL/PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS

This Committee is an initiative of Statistics Canada. Its purpose is to monitor transportation statistics programs and to provide for input from provincial governments and other federal departments concerning the planning and implementation of statistics programs. In addition to dual representation from the provinces and territories, it includes represent-

atives of Statistics Canada, Transport Canada, and the National Transportation Agency. Prince Edward Island is represented on the Committee by the Director of Economics Statistics and Fiscal Analysis and the Director of the Transportation Policy Division.

FERRY SERVICE

Borden/Cape Tormentine

Marine Atlantic operated on schedules which ranged from 13 to 19 return crossings per day. In general, the ferry fleet provided adequate capacity for passengers and automobiles. However, capacity for truck traffic was grossly inadequate, especially during the mid-December to May period when the Wood Islands/Caribou service does not operate. During this period, only two ice breaking ferries can operate between Borden and Cape Tormentine and the limited truck capacity of the 22-year old M.V. John Hamilton Gray is not sufficient to cope with the truck traffic which has increased dramatically as a result of the diversion of freight traffic from rail to highway subsequent to abandonment of the province's rail system. While Marine Atlantic has made some progress toward the design of a new ferry with a capacity of 300 cars and 50 tractor trailers, no concrete proposals for construction have been advanced. There have been suggestions that new vessel planning has been deferred as a result of the proposed fixed crossing project despite strong representations to federal authorities by the Province for additional capacity.

Effective January 1991, passenger fares for the Borden/Cape Tormentine service increased by 9.1% while automobile rates were raised 10.3%. These increases were expanded to 14.5% and 15.8% respectively by the imposition of a 5% fuel surcharge. Truck rate increases ranged from 14% to 15%. It is interesting to note that, in the two year period from January 1989 to January 1991, Marine Atlantic increased passenger rates by 26% and automobile rates by 24.4%. Over the same period, the rate for a typical tractor trailer combination increased by 21.7%. Increases of these magnitudes must surely be considered exorbitant given current inflation rates.

Marine Atlantic received a federal subsidy of $28,242,000 for operating the Borden/Cape Tormentine service. This figure includes approximately $4 million paid to Marine Atlantic headquarters in Moncton.

Wood Islands/Caribou Service

Northumberland Ferries Limited operated from April 27th to December 20th in 1990 on schedules which varied from 8 to 19 return crossings daily. The operator is still struggling to meet traffic demand with four 60-car capacity ferries, one of which is 33 years old and becoming unreliable. Federal promises of a new vessel for this service have not yet borne fruit but Northumberland Ferries is currently negotiating with Transport Canada for the construction of a new 225-car capacity bi-level vessel which, it is estimated, would cost over $40 million. If it becomes a reality, the new ferry will require extensive redevelopment of the terminals at Wood Islands and Caribou. The quest for new capacity for this service has continued for many years but, unfulfilled promises in the past notwithstanding, the outlook at present is more positive than ever before and there is now considered to be a reasonable probability that a new ferry will be built.

Northumberland Ferries increased passenger fares for 1991 by 7.1% while the rate for automobiles increased 8.9%. The rate for a typical tractor trailer combination went up 9.1%.

Northumberland Ferries announced the introduction of an innovative fare policy called "assured loading" whereby the driver of a car will be assured of passage on a particular crossing by purchasing a book of ten special tickets at a premium price of $210.00, a price which is approximately 31% higher than the normal fare.

Northumberland Ferries received a federal subsidy of $7,243,670 to offset the operating deficit for the Wood Island service.

Both ferry operators announced that, in April 1991, they would be introducing round trip ticketing, thus eliminating the toll booths at Cape Tormentine and Caribou and charging users double fare at Borden and Wood Islands. The operators claim that this charge will effect a significant saving in operating costs.

Souris/Magdalen Islands

Ferry service between Souris and Grindstone is provided by CTMA (Cooperative de Transport Maritime et Aerien) from April 1st to January 31st. The schedule offers 6 return crossings per week with additional crossings being operated during the summer months.

This service suffers from lack of adequate capacity for the traffic offering during peak periods in summer.

In 1991 CTMA increased its passenger rate by 5.8% and its automobile rate by 6.1%.

The federal subsidy paid to the operator to offset the 1990 operating deficit for this service was $2,212,557.

FIXED CROSSING

The Environmental Assessment Review Panel which was established to review the Northumberland Strait Crossing Project to determine if it would be environmentally acceptable, released its report in August 1990. The Panel's findings, based on a year long public consultative process, were that the project was unacceptable because of adverse effects on ice movement, the fisheries and the ferry workers.

The federal government questioned the findings and appointed a group of ice experts to examine the ice question. Their report had not been received at year end.

Public statements by federal authorities, despite the E.A.R.P. report, still appear to reflect a significant degree of optimism concerning the construction of a fixed crossing.

The Province, while endorsing the project, is standing firm on the following conditions for approval, first enunciated in 1987:

1. Highways - compensation for the impact of increased traffic on the Province's highway system.

2. Wood Islands - a commitment that the Wood Islands-Caribou ferry will be maintained as an alternate system.

3. Submerged Lands - an agreement to transfer submerged lands to the control of the federal government for the purposes of the fixed crossing.

4. Tolls - assurance from the federal government that tolls for the fixed crossing will be fair and reasonable.

5. Displaced Workers - a program to assist displaced ferry workers.

6. Economic Development (Borden) - the federal government must take steps to offset negative employment and income effects in Borden and area.

7. Atlantic Content - the project will maximize significant economic benefits to the region.

8. Environmental Impact - the project will meet strict environmental criteria under the E.A.R.P. process. The Premier stated that the federal government would be responsible for the environmental implications of the project and that the project "will proceed only when all significant environmental issues have been satisfactorily resolved."

9. Fisheries - in consultation with fishermen, the federal government must establish a mechanism to compensate fishermen whose livelihood is adversely affected by activities related to the construction of the crossing.

10. Utilities - the crossing will include a utility corridor available to the Province for the cost of the installation of transmission facilities.

FREIGHT AUDIT SERVICE

The governments of the Maritime provinces provide partial funding for the Freight Audit Service, an agency located in Moncton and affiliated with the Atlantic Provinces Transportation Commission. The Freight Audit Service carries out pre-audits and post-audits of shippers' and receivers' freight bills, claims refunds from carriers of any overcharges identified in the audit process and retains as revenue one half of the funds so recovered.

During the period covered by this report, the Freight Audit Service served 31 clients in the three provinces and recovered $214,819 in overcharges.

In 1990, the agency received 73% of its funding from client revenue and interest, and 27% from government grants. The total government funding was $43,813 of which this province's share was $3,655, or one twelfth.

FREIGHT SUBSIDIES

Island shippers continued to benefit from the federal freight subsidies paid under the Maritime Freight Rates Act (1927) and the Atlantic Region Freight Assistance Act (1969). These programs have assisted producers and manufacturers to access markets in central Canada and, to a lesser extent, within the Atlantic Region itself for many years. The administration of the subsidy programs is carried out by a National Transportation Agency Regional office in Moncton rather than the national office in Hull.

The following are the details of MFRA and ARFAA subsidy payments on eligible freight movements originating in the Atlantic provinces and eastern Quebec in 1990:

RAIL	Basic "Westbound" *	$ 11,484,977.10
RAIL	Selective Westbound	4,727,214.58
RAIL	Intra Regional	7,870,129.32
TRUCK	Basic "Westbound"	28,045,405.94

TRUCK	Selective Westbound	9,279,309.69
TRUCK	Intra Regional	45,371,617.01
WATER	Intra Regional	894,984.67
AIR	Intra Regional	-
	Total	$107,673,638.31

* **Basic "Westbound"** rail subsidy is pursuant to the Maritime Freight Rates Act. All of the others are authorized by the Atlantic Region Freight Assistance Act.

MARITIME PROVINCES TRANSPORTATION COMMITTEE

This is a permanent committee of the Council of Maritime Premiers which was established in 1973 to recommend policies and measures aimed at achieving an integrated approach to transportation in the Maritime provinces. The members of the Committee are the directors of transportation from the three provinces and it meets as required to deal with a variety of transportation issues affecting the Maritimes. Among the issues dealt with during the year were regional transportation policy, the goods and services tax, freight subsidies, rail rationalization and inter-provincial truck regulation.

MARITIMES REGIONAL ADVISORY COUNCIL (PORTS)

This Council was established by the Minister of Transport in 1983 under the authority of the Canada Ports Act. It monitors the operation and development of ports and public harbours in the Maritime provinces and makes recommendations to the federal Minister respecting various matters related to port policy, facilities and operation.

Appointments to the Council are made by the Minister of Transport and membership is limited to 18 persons. At year end there were several vacancies on the Council and K.A. MacKenzie was the sole P.E.I. representative. The Council has representation from the Port Authorities, the federal and provincial governments, industry, labour and other user groups or interested organizations. It meets four times per year in different locations throughout the Maritimes.

Among the issues discussed or acted upon during the period of this report were federal cost recovery proposals, proposed changes to container size standards, cruise vessel business, competition with American ports, double stacking of containers transported by rail, upgrading of ports and public harbours, the grain subsidy, the proposed Northumberland Strait Crossing, appointment of new members and consultation with senior federal transport officials relevant to port matters.

NATIONAL TRANSPORTATION LEGISLATION

The National Transportation Act 1987 (Sect. 266 and 267) provides for a Comprehensive Review of recent federal transportation legislation in January 1992, and an Annual Review in each of the four years preceding that date. Responsibility for the Annual Reviews has been delegated to the National Transportation Agency and the exercise of this responsibility involves monitoring the effects of the National Transportation Act 1987, the Motor Vehicle Transport Act 1987, the Shipping Conference Exemption Act, the Railway Act and any other legislation pertaining to the economic regulation of transportation. In carrying

out this task, the Agency consults with provincial governments to obtain input to the monitoring process. The Department is taking advantage of this opportunity to comment on various matters of concern related to the effects of these federal acts.

PORTS

There has been no decision respecting the disposal of land adjacent to the port of Charlottetown which was formerly used for railway purposes by Canadian National Railways and is still held in trust by CN Real Estate. Assurances should be obtained that development of the port of Charlottetown will not be restricted by the lack of available adjacent land.

Activity at P.E.I. ports increased substantially in the 1990/91 period.

Capital improvements carried out during the year included the installation of approach road lighting and dredging at the port of Souris.

The following are the expenditures by port:

Charlottetown	Operation and Maintenance		$ 243,935.00
Georgetown	Operation and Maintenance		16,431.00
Souris	Operation and Maintenance	448,681.00	
	Approach Road Lighting	7,590.00	
	Dredging	165,790.00	
	Total Souris		$ 622,061.00
Summerside	Operation and Maintenance		137,139.00
	Total Expenditures:		**$1,019,566.00**

RAIL

The Province made application for Leave to Appeal the July 12th, 1989 decision of the National Transportation Agency to granting authority to Canadian National Railways to abandon the entire railway in Prince Edward Island. The grounds for appeal were:

a) The rail lines could not be found to be uneconomic as required by the National Transportation Agency to justify abandonment, because CN had not provided adequate service over these lines; and

b) That elimination of rail service would be contrary to the Terms of Union respecting this province's entry into Confederation.

Leave to Appeal was granted and the Federal Court of Appeal heard the application in Charlottetown on May 2nd, 1990. On June 20th the Federal Court rendered its decision, dismissing the Province's appeal on the grounds that there was no evidence to support the decision that the Government of Canada had an obligation to provide rail service to Prince Edward Island in perpetuity. The Province elected not to appeal this decision to the Supreme Court of Canada and the National Transportation Agency Order to Abandon the railway completely by December 31, 1989 became valid. The last train crossed on the ferry from Borden to the mainland on December 28, 1989.

To date, there has been no agreement on the part of the Government of Canada to provide compensation for the loss of the railway as was the case in the Province of Newfoundland where an $800 million compensation package was awarded to the province.

CN entered into a contract with Galaxie of West Lincoln of Smithville, Ontario for removal and ownership of all of the remaining rails and ties in the abandoned railway.

CN still maintains an office in Charlottetown as well as a marketing manager and one other employee and continues to offer its intermodal service to shippers and receivers.

Canadian National Railways announced in 1990 a plan which called for the elimination of 5,000 jobs across the country, including 1,500 managerial/administrative positions. In the past five years, CN has reduced its workforce from 50,000 to 35,000.

Canadian National lost $110,700 on its rail operation in 1990 but revenue from other branches of the corporation's operation was sufficient to generate a profit of $7.7 million despite the loss in the rail operation.

ROYAL COMMISSION ON NATIONAL PASSENGER TRANSPORTATION

This Commission was appointed by the Prime Minister "To inquire into and report upon a national integrated inter-city passenger transportation system to meet the need of Canada and Canadians in the Twenty-first Century and to ensure that transportation links among Canada's regions and communities are maintained and improved."

Two of the Commissioners met with the Minister and officials of the Department on July 19th for a preliminary discussion of the Commission's mandate and the status of passenger transportation in P.E.I. Following that meeting, a 12-page brief was prepared outlining the Province's position and delivered by the Honourable Gordon MacInnis to the Commission at its public hearing in Charlottetown on September 7th. Eleven other briefs were submitted at that hearing by various parties.

An interim report of the Commission's findings is scheduled for release in April, 1991 and the final report is expected to be completed in the Fall of 1992.

TRUCK TRANSPORT

Over capacity in the trucking industry resulting from the easing of government economic regulation of trucking has combined with an economic slow down and other factors to cause serious problems for motor carriers, particularly for smaller members of the industry such as independent truckers or owner-operators. Frustrated by federal and provincial taxes, unfavourable depreciation allowances, high interest rates and lack of enforcement of laws affecting U.S. truckers, the independent truckers began a series of blockades at key points in Canada in the late Spring of 1990 which were effective in hindering or halting the movement of goods by truck in many areas. In response to the concerns of the trucking industry, the Minister of Transport established a task force to examine truckers' problems and recommend corrective action. The Task Force dealt with matters such as taxation, uniformity of regulations, training, education, and load brokerage. The Minister of Transport referred the truckers' problems to the Council of Ministers Responsible for Transportation and Highway Safety at its meeting in September and the Council agreed to a study of trans-border trucking. That project, which comprises nine different studies, has been underway for some time and a report is expected by the summer of 1991. One of the grievances to be addressed is the practice of cabotage by

U.S. truckers. In the meantime, the seriousness of the situation is illustrated by a striking statistic i.e., over 1,400 Canadian trucking firms have gone out of business since 1988 when the federal government introduced its deregulation policy,

Over the past two decades, steady but slow progress has been made towards the goal of uniform regulations covering the trucking industry. However, the goal has not yet been reached in the Atlantic provinces and certainly not across the nation.Motor carriers still experience the frustration of having legislation or regulations interpreted, applied or enforced differently in different jurisdictions. The Maritime provinces have been leaders in the uniformity endeavor, but there are many irritants still to be removed in this region.

In Prince Edward Island, as elsewhere in Canada, the number of carriers competing for a share of the freight market has continue to increase. As of the date of this report, there were 632 motor carriers licensed to operate over P.E.I. highways by the Public Utilities Commission, an increase of 17% over the preceding year.

TELECOMMUNICATIONS

For some time, the Federal Department of Communications has been in the process of developing a national telecommunications policy. There has been ongoing consultation with the provinces and territories which has taken the form of numerous meetings at the official level as well as meetings and exchange of correspondence between federal/provincial/territorial ministers.

The Province objected to the federal insistence that there be a single federal regulator for telecommunications which would remove all regulatory authority respecting communications from the provinces. However, in the spirit of cooperation, and in order to move the development of a national policy forward, the Province eventually agreed to accept this principle. In a letter to the federal Minister dated June 15th, 1990, the Minister proposed that a national telecommunications policy be based on the following principles which were endorsed by all four Atlantic provinces:

a) A single Canadian telecommunications policy is the basis for support, enhancement and growth of telecommunications throughout Canada. Such a Policy must be sensitive to the regional needs of the Atlantic provinces, and be developed through consultation with provincial governments.

b) The telecommunications policy must encourage the development of a Canadian telecommunications system which helps to safeguard, enrich and strengthen the economic, social, political and cultural fabric of Canada.

c) The telecommunications policy must encourage efficiency, technical innovation, research and development in the Canadian telecommunications industry.

d) The telecommunications policy must maintain and enhance the availability of reliable and affordable telecommunications goods and services in urban, rural and remote areas throughout the Atlantic provinces.

e) Regulation will be the responsibility of a single regulator for those companies falling under federal jurisdiction.

f) The regulator must be accessible and responsive to users and providers of telecommunications facilities and services in the Atlantic provinces.

g) The Canadian telecommunications policy shall establish a framework for the regulation of telecommunications which provides for effective, efficient and adaptive regulation of monopoly services and encourages the fair and competitive provision of non-monopoly services through reliance on market forces and forbearance from regulation, where appropriate, in competitive circumstances.

h) Telecommunications regulation, while taking into account questions of overall benefit to Canadians, must be sensitive to regional interests, local circumstances and provincial priorities for telecommunications development.

i) The Canadian telecommunications policy must promote industrial development that will build on the strengths and potential of the Atlantic provinces.

The Minister also sought assurance that agreements reached between the Government of Canada and other provinces be equally applicable to Prince Edward Island at this Province's option.

It was the intention of the federal Minister to table legislation in the House of Commons in 1990 which would give effect to a national telecommunications policy but, at this date, the drafting of a bill has not been completed.

Pursuant to an August 14th, 1989 decision of the Supreme Court of Canada that telephone utilities providing inter-provincial service fall within federal jurisdiction, all major telephone companies, except those in the Prairie provinces, are now regulated by the Canadian Radio-television and Telecommunications Commission.

For the first time since 1984, the Island Telephone Company Limited applied for a rate increase. In keeping with the change from provincial regulation to federal, the application was filed with the CRTC. In it, Island Tel sought increases for network exchange services, telephone equipment rentals, services charges, coin operated calls and mobile and pager services. The application also sought approval to reduce the rates for long distance calls by as much as 19%. The CRTC held a public hearing into this application in Charlottetown on September 10th. The Commission issued its decision on December 19th granting the rate decrease and some of the increases as requested, while smaller increases were approved in others. The CRTC also met in Charlottetown to review Island Tel's 1990 construction program.

A very significant event in the field of communications occurred during the year. On May 16th Unitel Communications Inc. applied to the CRTC to provide long distance telephone service by inter-connection of its network with the various telephone utilities under federal jurisdiction, including Island Tel. The applicant wishes the Commission to require Island Tel, and the other telephone companies, to make their facilities and services available to Unitel to provide long distance service in competition with them. It also requested the approval of rate levels 15% lower than those of the existing telephone companies. The Province was registered as an "interested party" and a brief was prepared for presentation by the Minister at a public hearing held by the CRTC in Charlottetown on February 25, 1990. The brief detailed the Province's position and concerns with respect to the Unitel application and its implications but neither supported nor opposed it.

In all, some 23 intervenors appeared at the Charlottetown hearing, some supporting the application and others opposing it. Hearings were held at various centres across the country and will be followed by a national hearing in Hull during the coming summer which will extend for some considerable period of time. In view of the extremely large number of submissions and intervenors involved, it will be some time before a decision on this application will be rendered by the Commission.

Atlantic Consultative Committee on Communications

The Atlantic Consultative Committee on Communications, which was established in 1972, comprises communications officials of the four Atlantic governments, the Federal Department of Communications and the CRTC. It is the mechanism for federal/provincial consultation on all facets of communications affecting the Atlantic provinces. It met twice during the year and dealt with a number of current issues and developed a regional position on national telecommunications policy.

In view of the change of regulatory jurisdiction, and other developments in the field of communications, it is anticipated that the workload of the ACCC will increase significantly.

GENERAL

During the period of this report, Prince Edward Island has lost its rail system, its non-stop jet service and control over its telephone utility. Our ferry services with the mainland continue to have insufficient capacity for the traffic demand place upon them, while the cost of using these services is increasing disproportionately to the economy. Proposed federal cost recovery measures affecting air and marine transport poses a threat to our competitiveness in several sectors and Canada/U.S. bilateral air negotiations could result in further erosion of air service in this province and the Atlantic region.

Our transportation outlook, as we move into the nineties, could not be characterized as encouraging. Unfortunately, the importance of quality transportation to the social and economic aspirations of the people of Prince Edward Island is not always appreciated by those decision makers outside the province whose decisions can have such a significant impact on our welfare. It is, therefore, extremely important that government be ever vigilant and ready to act in order to minimize the problems facing Islanders as they strive to overcome transportation disadvantages in their various endeavors.

Adequate resources should be committed to the objective of making transportation and communications policies work for the Island rather than against it.

TRANSPORTATION STATISTICS

The following are the 1990 transportation statistics for air travel with 1989 comparisons:

AIR PASSENGERS

	1990			1989		
	To PEI	From PEI	Total	To PEI	From PEI	Total
Passengers	98,571	102,632	201,203	104,985	107,507	212,492
% Change:.....	- 6%	- 5%	- 5%			

*Note: These figures represent passengers flown by Air Nova, Air Canada, and Air Atlantic.

BUS

ISLAND TRANSIT

The following are the 1990 passenger traffic statistics for Island Transit with 1989 comparisons:

Routes	1990	% Change	1989
Charlottetown to Tignish (year round)	5,399	- 20.82%	6,819
Charlottetown to Souris	Statistics for these routes		
Charlottetown to New Glasgow (May-October)	are no longer available.		

VIA RAIL

In 1989 passengers carried from P.E.I. to Moncton:	16,261
In 1989 passengers carried from Moncton to P.E.I.:	16,566

This service was discontinued January 15, 1990.

RAIL

Rail service was abandoned December 31, 1989.

	1989: Freight Carried		
	To PEI	From PEI	Total
Carloads:	205	114	319
Tons:	17,440	8,159	25,599

FERRY

Borden-Cape Tormentine Ferry Service

The following are the 1990 traffic statistics for Marine Atlantic Prince Edward Island-New Brunswick service, with 1989 comparisons:

	1990	1989	% Change
Autos	584,259	578,854	+ 1.00
Trailers, Campers	30,104	32,314	- 7.00
Trucks	76,974	88,149	- 13.00
Tractor Trailers	136,279	128,141	+ 6.00
Buses	3,528	4,887	- 28.00
Passengers	1,791,286	1,847,317	- 3.00

Wood Islands-Caribou Service

The following are the 1990 traffic statistics for the Prince Edward Island-Nova Scotia service operated by Northumberland Ferries Ltd. with 1989 comparisons:

	1990	1989	% Change
Autos	159,434	163,253	- 2.00
Recreation Vehicles	12,220	13,808	- 12.00
Commercial Vehicles	24,934	21,228	+ 17.05
Trucks	17,023	17,846	- 5.00
Buses	1,314	1,432	- 8.00
Passengers	529,385	548,563	- 3.05

*Note: In 1989 the service operated from April 24th to December 6th and in 1990 from April 27th to December 20th.

Souris-Grindstone Service

The following are the 1990 traffic statistics for the Prince Edward Island-Magdalen Islands service operated by CTMA with 1989 comparisons:

	1990	1989	% Change
Autos	15,871	16,401	-3.00
Motorhomes, Vans/Buses, Trucks*	5,301	5,832	-9.00
Motorcycles, Bicycles	1,544	1,593	-3.00
Heavy Machinery	26	21	+24.00
Passengers	56,882	59,712	-5.00

*Note: The number of auto trailers is included under the heading "Motorhomes, Vans/Buses, Trucks".

WATER

Tonnes

The following are the statistics for 1990 waterborne freight for the four principal ports, with 1989 comparisons:

	1990		1989	
	Loaded	Unloaded	Loaded	Unloaded
Charlottetown	15,765	492,767	8,253	531,698
Georgetown	4,971	0	-	-
Souris	13,612	18,870	9,229	24,896
Summerside	60,319	110,507	35,071	105,574
PEI - Other	0	0	-	54,525
Total	94,667	622,144	52,553	716,693
Change from 1989	+80.0%	-13.20%		

Port	Arrivals		Departures		Totals	
	1990	1989	1990	1989	1990	1989
Charlottetown	314	362	315	360	629	722
Georgetown	0	1	2	0	2	1
Souris	27	32	28	31	55	63
Summerside	104	59	104	66	208	125
PEI - Other	0	60	0	60	0	120
Totals	445	514	449	517	894	1,031
Change from 1989	-13.5%		-13.15%		-13.28%	

HIGHWAY MAINTENANCE DIVISION

SUMMER MAINTENANCE

Hot mix asphalt for patching crews was available from the last week in May to the first week in November. A total of 54,253.24 tonnes were used by the Branch in repairing the Province's paved road network. Hand patching crews spread 24,033.08 tonnes. To repair potholes and other distressed areas, grader crews spread and rolled 7,219.0 tonnes over some large distressed areas where the pavement was severely wheel rutted, deformed or cracked, our spreader crew resurfaced 26.43 km of badly distressed pavement with 15,986.23 tonnes of asphalt. Deep patching crews jackhammered out some severely damaged sections and repaired them with 3,616.61 tonnes and another 3,398.32 tonnes were used by crews to repair damage to driveway culverts that occurred because of frost action.

The following is the tonnage of asphalt acquired from each firm:

H.I. Construction	10,032.90
Curran & Briggs	11,294.85
Island Construction	13,242.85
Matheson & MacMillan	7,409.41
Chapman Bros. (Dingwells Mills)	6,903.31
Dennis Construction (Springton)	5,369.89
TOTAL	54,253.21

RESURFACING:

The following roads were pulverized in place and resurfaced with 4" lift of asphalt:

Prince County	**District**	**Asphalt**
Line Road (Rte 14)	2nd Prince	0.70 km
Sunnyside Road	3rd Prince	0.80 km
Allan Road	3rd Prince	0.10 km

Queens County	**District**	**Asphalt**
Sleepy Hollow Road	2nd Queens	1.2 km
Bungay Road	2nd Queens	0.5 km
Church Road	2nd Queens	0.6 km
Breadalbane (Rte 2)	1st Queens	0.4 km

Kings County	**District**	**Asphalt**
Power Road	3rd Kings	0.6 km
Upton Road	3rd Kings	0.53 km
Breakwater Street	1st Kings	0.1 km

The following roads were resurfaced with 1 1/2" lift of asphalt using a spreader:

Prince County	**District**	**Asphalt**
Rte 152 Union Road	1st Prince	1.1 km
Rte 2 Alma	1st Prince	0.9 km
Rte 2 Richmond-Day Corner	3rd Prince	0.4 km
Total		2.4 km

Queens County	**District**	**Asphalt**
Millvale Road	1st Queens	1.7 km
North River Streets	2nd Queens	1.0 km
Line Road	2nd Queens	1.2 km
Mt. Stewart Village	3rd Queens	0.5 km
Avondale Road	4th Queens	0.6 km
Valleyfield	4th Queens	1.0 km
Union Road	3rd Queens	1.7 km
Norwood Road	5th Queens	0.1 km
Total		7.80 km

Queens County (Construction Budget)		
Orwell Cove	4th Queens	0.9 km
Ferry Road	2nd Queens	0.1 km
Auburn Road	3rd Queens	1.1 km
Cornwall Road	2nd Queens	0.7 km
Bannockburn Road	2nd Queens	1.6 km
Rustico Streets	2nd Queens	0.3 km
Total		4.70 km

Kings County	**District**	**Asphalt**
St. Catherines	1st Kings	1.57 km
Munn's Road	1st Kings	1.38 km
Head of Hillsboro	2nd Kings	1.50 km
Forest Hill Road	2nd Kings	1.20 km
Selkirk Road	2nd Kings	0.62 km
Union Road	3rd Kings	1.00 km
Union Road	3rd Kings	0.43 km
Upton Road	3rd Kings	1.53 km
Seven Mile House	3rd Kings	0.23 km
Albion Cross	3rd Kings	0.61 km
Albion Cross	3rd Kings	0.15 km
Murray Harbour	4th Kings	1.39 km
Valleyfield	4th Kings	1.70 km
Cambridge	5th Kings	1.11 km
Selkirk Road	5th Kings	1.01 km
Line of Lot Road	5th Kings	0.80 km
TOTAL		16.23 km

CRACKFILLING REPORT

This is a process whereby a hot rubberized compound is used to fill random cracks in the paved highway surface to prevent water from entering into substructure.

During this 1990 season, the Department routed and sealed 94,653 meters of cracks. A total of 107.0 barrels, or approximately 25,680 kilograms of sealant, was used in carrying out this activity.

By county the breakdown was as follows:

Prince County (done by private contractor)	13,657
Queens County (gov't forces)	70,619
Kings County (gov't forces)	10,377
TOTAL	94,653

SEEDING REPORT

The seeding program started June 6 and ended October 02, 1990. During this time the seeding crew used 234.0 tonnes lime, 56.60 tonnes fertilizer, 405 bags of seed and 1872 bags of mulch for roadside seeding. Also, in co-operation with the Department of Community and Cultural Affairs, we seeded the following landfill sites: Summerside, Charlottetown, Cardigan and Murray River.

The seeding operation is a very necessary part of the maintenance program as it helps to eliminate soil erosion from ditches, snowtraps, steep slopes and prevents siltation of rivers, streams, ponds, and also adds immensely to the appearance of our highways.

The equipment used in the seeding program was all government owned and operated and consisted of: Hydro seeder, grader with scarifiers, one water truck, two farm tractors - one with harrows and one with a roller, one supply truck to carry seed, fertilizer, lime and mulch.

The crew consists of a foreman and six labourers. The seeding crew also cut grass, weeds, etc., around guardrails in various areas of the Province when conditions would not allow seeding or when waiting for roads to be made ready for seeding.

BUSH CUTTING

During the season we had five mechanical bush cutters, government owned and operated, working extensively cutting bushes along our highways. In Prince County they cut 1480 pass kms; in Queens County 1903 pass km and Kings County 2894 pass kms. Also the Department hired a bush crew for each district consisting of a foreman, two labourers and a 3-ton truck to follow the mechanical bush cutters to pick up debris and trim where the cutter could not reach. This proves to be successful as it eliminates scattered bushes in ditches and improves the appearance of our highways.

The following is the number of kilometers of bush cutting done using mechanical bush cutters by district per county:

1st Prince	344.6 pass km	1st Queens	513 pass km	1st Kings	135 pass km
2nd Prince	– pass km	2nd Queens	592 pass km	2nd Kings	727 pass km
3rd Prince	525.0 pass km	3rd Queens	– pass km	3rd Kings	337 pass km
4th Prince	610.5 pass km	4th Queens	709 pass km	4th Kings	1101 pass km
		5th Queens	89 pass km	5th Kings	594 pass km
Totals	1480.1 pass km	Totals	1903 pass km	Totals	2894 pass km

GRASS CUTTING

The Department hired 20 private grass cutters to maintain 1,814.6 km of roadside grass cutting. These individuals were contracted to cut grass from mid-June until the end of September. The Department used seven government owned farm tractors equipped with a rotary or flail cutters to maintain 1,565 km. of roadside grass cutting from June to September, 1990. In 3rd District of Queens, a 5-man crew of students was used to cut grass weeds around the guardrails in that district. This proved to be a very worthwhile project as it greatly enhanced the appearance of our highway.

SHOULDER MATERIAL

During the past season shoulder material was used to upgrade and repair worn out sections of shoulders on the following roads:

Prince County			
Rte 2	Route 133 to Richmond	2 & 3 Prince	10.0 km
Rte 2	Day's Corner to Miscouche	3rd Prince	2.5 km
Queens County			
Rustico Road		2nd Queens	0.20 km
Malpeque Road		2nd Queens	0.80 km
North Wiltshire Road		2nd Queens	0.20 km
York Road		3rd Queens	1.0 km
TransCanada		4th Queens	0.2 km
Morrissey Road		4th Queens	0.4 km
Ryan's Road		4th Queens	0.2 km
Kings County			
Seven Mile Road		3rd Kings	0.40 km
Totals			15.90 kms

GUARDRAIL PROGRAM

This year the Department hired seven guardrail crews, two in Prince, two in Queens and three in Kings. These crews were used to maintain worn out sections of guardrail on various sections of the highway system across the Province. Also, these crews were used to cut grass and weeds using Whipper Snippers around guardrails and guideposts in each district.

DUST CONTROL

Flake Calcium Chloride:

Seven and one half truck loads of calcium were used on our unpaved road network to control dust: Prince County, 1400-40 kg bags; Queens County 2450-40 kg bags; Kings County 1400-40 kg bags.

Liquid Calcium Chloride:

Roads Under Maintenance	District	Kilometers	Litres
Prince County			
North Cape	1st Prince	0.4 km	4,000
Haywood	1st Prince	0.4 km	4,000
Center Line	1st Prince	1.0 km	8,000
Murphy/Ashley	1st Prince	1.60 km	8,000
Torry Road	2nd Prince	1.6 km	4,000
Lock Road	2nd Prince	1.0 km	6,000
Bideford	2nd Prince	1.5 km	8,000
Hart's Gravel	2nd Prince	0.7 km	6,000
Taddy	3rd Prince	1.3 km	6,000
Higgins	3rd Prince	0.2 km	2,000
Mill	3rd Prince	0.5 km	6,000
Mumm's	3rd Prince	0.1 km	2,000
Taylor	4th Prince	0.8 km	6,000
Bedeque Rink	4th Prince	0.8 km	4,000
McMurdo	4th Prince	0.9 km	6,000
			80,000
Queens County			
Trout River Road	1st Queens	1.0 km	16,000
Pisquid Road	3rd Queens	1.6 km	16,000
Selkirk Road	4th Queens	1.6 km	16,000
Dawson Road	4th Queens	0.9 km	16,000
			64,000
Kings County			
Fox River Road	4th Kings	2.0 km	22,000
Wilmot Road	4th Kings	1.0 km	10,000
MacDougall Road	2nd Kings	2.0 km	16,000
Settlement Road	2nd Kings	2.0 km	16,000
			64,000
Total			208,000

ROAD MAINTENANCE

During the past year our district motor graders were used extensively to scrape and maintain our unpaved road network and to reshape and reditch some others. To aid in the latter operation, loaders, and trucks (department or private) were used to haul away unsuitable material. Sandstone and/or gravel was placed for new surface material and new culverts, driveway or crosspipes were installed as required.

On our paved road network, a number of drainage problems were corrected. Equipment used to carry out this work included department or privately owned ditching machines and sometimes department trucks but mainly privately owned trucks. Again, new culverts, driveway and cross pipes were installed as required.

District Maintenance crews equipped with one 3-ton truck and one backhoe were employed in repairing washouts, installing new culverts to accommodate building permits, replacing and resetting other drainage pipes or culverts and carrying out many other miscellaneous tasks.

Sandstone and/or gravel used to carry out the above tasks of surfacing, repairing washouts and material for drainage pipes was as follows:

	Sandstone (m^3)	gravel (m^3)
Prince County	18,414	17,760
Queens County	39,565	1,143.61
Kings County	23,464	2,432

The amount of culvert installed was as follows:

Prince County	4,950 meters
Queens County	6,105 meters
Kings County	3,686 meters

The accompanying tables give the location and extent of work done in each county for the past year.

	Ditching Paved Roads	Ditching Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains Meters
FIRST PRINCE						
Matthew's Lane		1.7		1.7	1.7	
Butcher		1.7		1.7	1.7	
Northport		0.6		0.6	0.6	
Clovie Martin		0.5		0.5	0.5	100
Shield's		0.4			0.4	
Highball		0.1			0.3	75
Butler		0.3			0.3	
St. Louis	0.7					35
Judes Pt.	0.4					
Cascumpeque	0.6					60
Gard	0.4					
Miscellaneous	1.2	0.2	—	—	0.5	—
Total	3.3	5.5		4.5	6.0	270
SECOND PRINCE						
Haliburton		1.5		1.5	1.5	360
MacPhee		1.4		1.4	1.4	
Ballum		0.8		0.8	0.8	
Brae	0.7					
MacNeill's Mill	0.6					400
West Pt.	0.5					
Northam	0.4					350
Freeland	0.4					300
Old Airport	0.3					
O'Leary	0.3					130
MacArthur		0.6				
Mt. Royal						300
Rt.2 Ellerslie Rd-Harmony Line			0.7			
Miscellaneous	0.5	0.8			1.0	
Total	3.7	5.1	0.7	3.7	4.7	1,840
THIRD PRINCE						
Lyle/Belmont	0.5	1.2		1.2	1.2	75
Lower Darnley		1.3		1.1	1.1	100
Base Line		1.0		1.0	0.9	50
Cassie		0.8		0.8	0.8	250
McGee		0.7				
St.Nicholas	1.2					
Mt.Carmel Area	1.7					150
Egmont Bay	0.6					
Sunnyside	0.9	0.1				
MacIsaac	0.5					

	Ditching Paved Roads	Ditching Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains Meters
Ramsay		0.1			0.4	
Mill	0.2	0.1				
Rt.2 Harmony-Richmond			0.3			
Rt.2 Allan Rd-Miscouche			0.3			
Miscellaneous	0.4	1.0			0.6	
Total	6.0	6.3	0.6	4.1	5.0	625
FOURTH PRINCE						
Lower Victoria		1.5		1.5	1.5	
Muttart Shore		0.7				250
Seaweed		0.5		0.5		
Connolly		0.4		0.4	0.4	
Bedeque Rink		0.5				
River Road	0.8					
Linkletter Road	0.5	0.2				
St.Eleanors Area	0.4					
Blue Shank Road	0.3					
Rt.1 Albany Y	0.4					
Searletown	0.2	0.3				
MacQuarrie Shore		0.3				
Miscellaneous	0.9	0.4			0.7	
Total	3.5	4.8		2.4	2.6	250
Total for County	16.5	21.7	1.3	14.7	18.3	2,985
FIRST QUEENS						
Junction Rd. 227	0.6					
Rte. 13						700
Junction Rd				0.8		
Todd Road				1.8		
Sutton Road				0.4		
Mill Rd. Emerald				2.0		310
Pickering Road					0.2	
Simpson Road					0.6	
Centre Road					0.4	
Dump Rd., French River					1.6	
Pickering Rd.,Seaview					0.3	
Princetown Road		0.1				
Upper Breadalbane Road		1.0				
Week Rd.,Gunn Bridge		0.4				
Johnstone Rd.		1.0				
Bedeque Road	0.6					
Crapaud #231						700
Total	1.2	2.5		5.0	3.1	1,710
SECOND QUEENS						
Cavendish	0.1					
Rustico Village	0.1					
Cape Turner		0.9		0.9		
Huston		0.2			0.1	
South Rustico		0.5		0.5	0.5	
Oyster Bed		0.2		0.2		
Snowie Road					0.7	
Clifford Lane					0.2	
Toronto Road					0.1	
Rustico Road			0.2			
S.Rustico Dump					0.2	
Campbells Mills		0.3		0.3		
New Glasgow	0.3					
Little Bungay						160
Malpeque Rd.	0.2		0.8	0.8		
Crabb Rd.		0.1			0.4	
Colville Rd	0.3					160
Road Index Number 22032					0.1	

	Ditching Paved Roads	Ditching Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains Meters
Big Bungay Rd.						310
North Wiltshire Rd			0.2	0.2		
Quinn Road		1.0			1.2	
Baltic Road					0.2	
Lynwood Rd.					0.1	
McEwen Rd		0.2		0.2	0.2	
York Point Wharf		0.6		0.6	0.1	
York Point	0.2					
Meadowbank Rd	0.2					
McCradys	0.2					
Clyde River Rd.	0.2					
St. Catherines	0.1					
Black Creek					0.2	
Nine Mile Creek	0.2					
Rice Point		0.4			0.4	
Rice Point		0.2			0.2	
Rice Point	0.1					
Total	2.2	4.6	1.2	3.7	4.9	630
THIRD QUEENS						
York Rd			1.0			
MacEachern Rd.						1,550
MacKenna Rd.		0.5				775
Simpson Rd.					0.5	
Quite Water Drive		0.5			0.5	
McInnis Rd.		0.5				775
Queens Point Road		0.2			1.0	
Dromore		1.6				
Heartz Road		0.5				
Glenfinnan					0.3	
Afton Road					0.5	
McGillvery		0.3			0.5	
Totals	0	4.1	1.0	0	2.8	3,100
FOURTH QUEENS						
MacPhee Road		0.2		0.2		
Point Prim		0.9		0.9		
Dougan Road		1.1		1.1		160
Kinlock Road		0.2				
Iris Road		1.8		1.8	1.8	160
Village Green	0.3				0.6	
Belle River					1.2	
MacRae Road					0.1	
Pioneer Cemetery					0.1	
Montague Road						310
Seal River						480
Glencoe Station		0.2				160
Settlement		0.3				
Iona	0.5					
TransCanada	1.9		0.2			
Avondale	0.5					
Murray Harbour	1.4					480
Valley Field	0.2					
Wood Islands	0.6					
Newtown	0.3					
Pinette	0.6					
Morrissey	0.4		0.4			
New Cove	0.1					
MacLellan Rd.	0.2					
Pownal	0.3					
China Point	0.3					
Ryans Rd		0.2	3.6			
Totals	7.6	4.9	4.2	4.0	3.8	1,750
Totals for County	11	16.1	6.4	12.7	14.6	7,190

	Ditching Paved Roads	Ditching Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains Meters
FIRST KINGS						
Eglington		1.6		1.6		
Munn's		0.1				
East Point		0.2				
Souris Light House		0.2				
St. Charles		0.1				
Rollo Bay		0.1				
Rollo Bay Loop		0.1				
Priest Pond		0.2				
Totals	—	2.6	—	1.6	—	—
SECOND KINGS						
MacSwain		0.1		0.9		
Trainor				0.2		
Canavoy		0.4		1.2	1.2	
Rebel				1.3		
St.Patricks				0.8		
Indian				0.4	0.4	
Stanhope				1.2		
Bennett				1.3		
Sparrow		0.7				
North Side		1.0				
Greenwich		0.7				
St. Peters		0.1				
Dunn		0.2				
Morell		0.1				
St. Theresa		0.1				
Fanningbrook		0.2				
Bristol		0.1				
Big Lot		0.1				
Aberdeen		0.2				
Totals	—	4.0	—	7.3	1.6	—
THIRD KINGS						
Mount Hope		0.5		0.5	0.5	
Upton		0.6				
Quinn		0.5		0.5	0.5	
Baldwin		0.4				
Brothers		1.1		1.1	1.1	
Power		0.5		0.5	0.5	
County Line		0.3		0.3	0.3	
Collins		0.2		0.2	0.2	
Clay		0.5			0.8	
Totals	—	4.6	—	3.1	3.9	—
FOURTH KINGS						
Bruce		0.6				
MacPherson		0.5		0.5		
Compton		2.5		2.5		
Loane		1.5		1.5		
Whitman Point					0.6	
Campbell					0.2	
Wood Island		0.8				
Total	—	5.9	—	4.5	0.8	—

	Ditching Paved Roads	Ditching Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains Meters
FIFTH KINGS						
Ark		1.1		1.1	0.4	
Shaw		2.6		2.6		
Portage		0.8		0.8		
St. Georges		2.2		2.2	0.9	
French					0.1	
Loyalist					0.6	
Cape		1.0				
Fortune		1.0				
Line		0.5				
Peter's		0.5				
Poverty Beach		0.3				
Cambridge		0.5				
Sturgeon		0.1				
Primrose		0.5				
Mitchell		0.2				
Little Pond		0.2				
Shaw		0.1				
Seal River		0.1				
Totals	—	11.7	—	6.7	2.0	0
Totals for County		28.8	0	23.2	8.3	0

WINTER MAINTENANCE

ICE CONTROL

Winter activities for this branch of the department includes salting and sanding operations, temporary repairs to paved roads. 1,500 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers. Repairing of shoulder washout, the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshets and snow removal or clearing from eight government buildings in the Charlottetown area were also activities of this brach.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of road salt. Approximately 483 kilometers, having a two lane equivalent of 626 kilometers, were maintained with road salt.

The total amount of salt acquired was 16,183.31 tonnes, a major decrease from the 28,082 tonnes acquired in 1989-90.

The City of Charlottetown purchased 1087.30 tonnes of salt from the Department. In 1989-90 the City purchased 1596.7 tonnes of blended sand.

The Department purchased 104,623.01 tonnes of blended winter sand. The blended material consisted of 6.5% salt, 20% crushed 1/4 minus stone and 73.5% local sand. During the past year there were 37 sand piles located throughout the province.

Ice control in Queens County on the main 185 kilometers of highway, a two lane equivalent of 249 kilometers, was maintained by the direct application of road salt. Four single-axle

trucks and four tandem trucks, of which three were equipped with plowing gear, were utilized for this purpose. Ice control on the remaining approximate 1,625 kilometers of road was maintained by sand/salt mix obtained from 13 sand stockpiles throughout the County. Seventeen trucks manned by two labourers, two trucks equipped with a tow-behind spreader and eight trucks equipped with automatic spreaders were hired to carry out this activity. In addition, five department trucks were utilized to provide this service in the residential areas near Charlottetown.

Ice control in Prince County on the main kilometers of highway, two-lane highway, was maintained by the direct application of road salt. Three tandem trucks equipped with plowing gear and two tandem trucks were utilized for this purpose. Ice control on the remaining approximate I,400 kilometers was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Sanding operations were carried out by seven trucks manned with two labourers each, three trucks with tow behind spreaders and five automatic spreaders. In addition, three department trucks were utilized to provide this service in the built-up areas, two for the Summerside area and one for the Tignish area.

Ice control in Kings County on the main 103 kilometers of road, equivalent to 128 kilometers of two-lane highway, was maintained by the direct application of road salt. The remaining 1,100 kilometers was maintained by a sand/salt mix obtained from 12 stockpiles located throughout the County. Twenty-two sand trucks manned with two labourers each, two trucks equipped with two behind spreaders and three trucks equipped with automatic spreaders were utilized in this operation.

SNOW REMOVAL

The total snowfall recorded for the 1990-91 seasons for Charlottetown and Summerside were as follows:

	Charlottetown		Summerside	
	Recorded (cm)	Normal (cm)	Recorded (cm)	Normal (cm)
November	1.4	21.6	2.4	17.0
December	38.4	72.2	35.8	60.4
January	88.0	76.8	79.8	66.7
February	23.4	65.8	26.8	55.9
March	29.8	61.6	60.6	54.9
April	19.6	27.3	11.8	24.0
Total	200.6	325.3	217.2	278.9

In Charlottetown the heaviest snowfall occurred on January 12th - 24.8 cm. In Summerside the heaviest snowfall occurred on January 12th - 24.6 cm.

The following is a breakdown of the contract areas of the third year of a three-year contract with the private contractors and a list of equipment used by each:

SNOW PLOW REPORT

Contractor	Km	Contract Area	Graders	Loaders	Trucks	Blowers
AREA 1						
Hynes Trucking	42.2	3rd & 4th Kings, 4th Queens	3	2	2	1
Kings County Const	169.0	2nd, 3rd, & 4th Kings	3	3	4	2
Crosby's	29.7	2nd Queens	1	1	2	1
Island Coastal	97.0	1st & 2nd Queens	4	3	2	2
Island Excavators	141.5	1st Queens & 4th Prince	2	1	3	4
Maritime Const.	143.3	1st & 2nd Queens, 4th Prince	5	3	4	3
Island Const. Ltd.	160.6	3rd & 4th Queens, 2nd & 3rd Kings	4	2	2	2
Dennis Const	60.9	3rd Queens	2	1	1	2
Chapman Bros.	153.61	1st Kings	4	4	4	2
Total of Area 2	997.81		28	20	24	19
AREA 2						
Northern Enterprise	145.2	1st Prince	2	2	3	2
Ramsay's Washed Gravel	242.7	1st & 2nd Prince	4	6	2	4
Curran & Briggs	191.9	2nd & 3rd Prince	5	3		2
Comet Const.	105.2	2nd & 3rd Prince	4	1		2
Westisle Const.	115.1	4th Prince	3	2	1	2
Toombs & Cobb	107.9	4th Prince	6	1	0	1
Montgomery Const.	134.5	1st Queens, 4th Prince	5	2	4	2
Matheson & MacMillan	149.4	2nd, 3rd & 5th Queens	2	3	2	2
A.J.L. Ltd.	41.4	3rd Prince	2	1	1	1
Total of Area 2	1,233.3		33	21	13	18
GRAND TOTAL	2,231.11		61	41	37	37

The Department was responsible for plowing 2277.78 kilometers this year. To this end, 75 routes were established. The following equipment, including spare equipment, was assigned and located as follows:

Location	Km.	Graders	Letourneau	Blowers	Loaders	Other Truck
PRINCE COUNTY						
Christopher's Cross	32.2	-	-	-	-	1
Harper Road	37.4	-	-	-	1	-
Alma (spare)	-	1	-	-	-	-
Alberton	28.8	1	-	1	-	-
St. Louis	43.0	-	-	1	1	-
Elmsdale	-	-	-	1	-	-
Fortune Cove	35.3	1	-	-	-	-
Poplar Grove	56.5	2	-	-	-	-
Coleman	37.7	1	-	-	-	-
Albany	24.4	1	-	-	-	-
Summerside Garage	231.0	-	-	4	2	7
Summerside Garage - Spares	-	4	-	-	1	1
TOTAL OF PRINCE COUNTY	526.3	11	-	7	5	9
QUEENS COUNTY						
Canoe Cove	52.4	1	-	-	1	
Warren Grove	23.1	-	-	-	1	-
Cornwall	21.5	1	-	-	-	-
Stanley Bridge	23.7	1	-	-	-	-
North Rustico	41.93	-	-	-	1	-
South Rustico	-	-	-	1	-	-
Hunter River	42.4	-	-	-	-	1
Hampshire	25.7	1	-	-	-	-
Alexandria	22.65	-	-	-	1	-
Earnscliffe	27.5	1	-	-	-	-
Seal River	24.45	-	-	-	1	-
Vernon	-	-	-	-	1	-

Location	Km.	Graders	Letourneau	Blowers	Loaders	Other Truck
Iona	40.0	-	-	-	-	1
Eldon	76.5	1	-	-	-	1
Wood Island	56.6	-	-	-	-	1
Belle River	43.5	-	-	-	-	1
Charlottetown Garage	304.35	5	-	4	5	5
Charlottetown Garage - Spares	-	2	1	-	-	1
TOTAL OF QUEENS COUNTY	826.28	13	1	5	11	10
KINGS COUNTY						
High Bank	32.0	-	-	-	-	-
Murray River	57.0	1	-	-	-	1
Guernsey Cove	37.9	1	-	-	-	-
Alliston	35.2	1	-	-	-	-
Kilmuir	44.7	-	-	1	-	1
Gaspereaux	47.9	-	-	-	-	1
Sturgeon	34.5	1	-	-	-	-
Georgetown	55.6	1	-	-	-	1
Cardigan	23.4	1	-	-	-	1
Dundas	58.8	1	-	1	-	1
St. Georges	50.9	2	-	-	-	-
Little Pond	31.2	1	-	1	-	-
Farmington	25.7	1	-	-	-	-
Savage Harbour	-	-	-	1	-	-
Head of Hillsboro	31.3	-	-	-	1	-
Peakes	24.4	1	-	-	-	-
Morell	77.8	1	-	-	-	1
Bristol	25.2	1	-	-	-	-
St. Peters	-	-	-	1	-	-
Forest Hill	30.9	1	-	-	-	-
Goose River	27.5	-	-	-	1	-
Cable Head	35.6	-	-	-	-	1
Rollo Bay	38.6	-	-	-	-	1
Fortune	-	-	-	1	-	-
Rockbarra	33.2	1	-	-	-	-
East Point	37.4	1	-	-	-	-
TOTAL OF KINGS COUNTY	896.7	17	-	6	2	9
GRAND TOTAL OF THREE COUNTIES	2,249.28	41	1	18	18	28

SNOW FENCE REPORT

The Department was responsible for putting up 2,346.96 m of snow fence. It was distributed as follows:

County	Feet	Meters
Prince County	3,500'	1,066.80 m
Queens County	5,592.4'	1,705.00 m
Kings County	1,200'	365.76 m

MECHANICAL BRANCH

1990-91 was a year of significant achievement in cost control in the Mechanical Branch. The Charlottetown Mechanical Branch was able to absorb a $200,000 final pay out in equipment purchases and still finish the year in excess of $80,000 below overall budget. This success was primarily due to the lightness of the winter, but may also have been due in part to some of the programs initiated in the last two years such as the preventative maintenance program, and the improved management control provided by the Inventory Management System which was implemented in 1988.

There was emphasis on the more precise application of salt for ice control throughout the Maintenance Division. The Mechanical Branch assisted by computerizing salt tonnage and mileage information to give highway superintendents more accurate information about salt usage. Computerized, closed loop salt spreading systems were also introduced and were found to be extremely successful. With the success of these computerized systems it is expected that they will be installed, over time, on all government vehicles which spread salt.

In 1990 the branch purchased a tandem truck with four season sander/dump and plow gear; two single axle trucks with four seasonal sander/dumps; one tandem truck for bridge maintenance as well as pull trailer; a gradeall, excavator; two farm tractors with bush cutters.

Renovation of the facilities continued with the installation of additional overhead doors at the Summerside Garage and the continued reorganization and renovation in Charlottetown.

HIGHWAY CONSTRUCTION DIVISION

CHIEF ENGINEER'S REPORT

The Construction Section of the Department of Transportation and Public Works is responsible for carrying out the Highway Construction Program which includes the work done under the cost shared agreement with the Federal Government, the provincially funded reconstruction and recap program, the provincial paving program, and the bridge construction and maintenance program.

SHARED COST

Road work done under this Agreement is confined to upgrading on arterial routes including the Trans Canada Highway and Route 2. In the 1990 construction season there were 6.52 kilometres of new work undertaken, 36,000 tonnes of asphalt mix placed, and five tenders were awarded. Included in the new work was the tender for grading on the Charlottetown Perimeter Road between Brackley Point Road and the Malpeque Road.

RECONSTRUCTION AND RECAP

This Program includes upgrading on rural and arterial roads not carried out under the shared cost agreement. There were fifty-eight tenders called in the 1990 construction season; eight of these were for work on the arterial highway system. There were 80.8 kilometres of new upgrading completed and 166,000 tonnes of asphalt mix placed. Several projects remain to be completed in the 1991 construction season.

PROVINCIAL PAVING

Grading and surfacing of rural roads, as well as paving short stretches of previously unpaved roads is carried out under this program. There were 55.6 kilometres gravelled across the Province and 2.87 kilometres of new pavement added to the system.

SURFACE TREATMENT

Two tenders were called for 24 kilometres of surface treatment at various locations throughout the Province.

BRIDGES

Pisquid Bridge was replaced with a modern structure in 1990. This replaced a crossing which had two railway flat cars acting as the main members.

There were numerous smaller bridge projects undertaken by the Department crews in the three counties.

BRIDGE ENGINEERS REPORT 1990-1991

PRINCE COUNTY

Dist.	Name/Location	Description
1	Barclay Road	Construction of two creo. timber boxes 1) 2'x 4'in section by 50' in length 2) 3'x 5'in section by 56' in length.
2	Mt. Pleasant	Constructed a three wall creosote timber box 5'x 10'in section by 40'in length.
2	Springfield W.	Constructed four creosote timber boxes one being 3'x 5'in section by 50'in length, the remaining boxes 2'x 4'in section by 44' in length.
2	Line Road	Constructed three creo. timber boxes 1) 3' x 5'in section by 80' in length 2) 2'x 4'in section by 54' in length. 3) 2'x 4'in section by 54' in length.
2	Enmore	Constructed two creosote timber boxes both being 1.5' x 3' insection by 48' in length.
2	West Point	Constructed two creosote timber boxes both being 2' x 4'in section by 48' in length.
3	Hamilton	Construction of a creosote box 4' x 6' in section by 50'in length.
3	Lot 16/Belmont	Constructed three creo. boxes one being 3'x 5'in section by 50' in length, the others being 2'x 4' in section by 50' in length.
4	Lower Bedeque	Construction of a creosote timber box being 3'x 5' in section by 86' in length.
4	Bradford Rd.	Constructed creosote timber box being 3'x 5'in section by 96' in length.
4	Newton East	Construction of a multi-plated steel arch 12'in diameter by 192' in length.
4	Kensington	Constructed two creosote boxes 1) 3'x 5' in section by 82' in length 2) 2'x 4' in section by 50' in length.

QUEENS COUNTY

1	Stanley Bridge	Constructed two creosote timber boxes 1) 2'x 4' in section by 45' in length, 2) 2'x 4' in section by 50' in length.
2	Rustico Road	Constructed two creosote timber boxes both being 2' x 4' in section by 46' in length.
2	Wiltshire Road	Constructed three creosote timber boxes two being 3' x 5' in section by 60' in length and one being 2' x 4' in section by 46' in length.
2	Ferry Road	Constructed a creosote timber box 2' x 4' in section by 58' in length.
3	Watervale	Constructed a multi-plated steel arch 12' in diameter by 50' in length.
3	Brackley	Constructed a creosote timber box 3' x 5' in section by 50' inlength.
6	Ch'town By-Pass Rd	Constructed two-multi-plated steel arches one being 12' in diameter 120' in length,the other being 12' in diam. by 228' in length.

KINGS COUNTY

1	Naufrage Br.	Replaced 4" hardwood deck being 27' in width by 156' in length.
2	St. Peters Causeway	Constructed a wooden backwall along high water mark being 6' in height by 500' in length.
3	Cardross	Constructed creosote timber box being 3' x 5' in section by 50' in length.

CO-OPERATIVE AGREEMENT REPORT 1990-1991

PRINCE COUNTY	Pulverize Asphalt	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
4th Prince							
Rte 2 West Travellers Rest to Central St.	1.00	-	1.00	1.00	-	1.00	1.00
SUB-TOTAL	1.00	-	1.00	1.00	-	1.00	1.00
QUEENS COUNTY							
3RD QUEENS							
Rte 2 East Suffolk Rd. to York Rd.	-	-	-	-	3.45	-	-
Rte 2 East Suffolk Rd. to Bedford Rd.	-	-	-	-	3.28	-	-
Rte 1 East Southport to Johnston Drive	-	1.90	-	1.90	-	1.90	1.90
Rte 1 East Hazelbrook	-	-	-	-	2.24	-	-
SUB-TOTAL	-	1.90	-	1.90	8.97	1.90	1.90
KINGS COUNTY							
2nd Kings							
Rte 2 East Douglas Rd. towards MacEwen Rd.	3.62	3.62	3.62	3.62	-	3.62	3.62
SUB-TOTAL	3.62	3.62	3.62	3.62	-	3.62	3.62
TOTAL	**4.62**	**5.52**	**4.62**	**6.52**	**8.97**	**6.52**	**6.52**

PRINCE COUNTY - PROVINCIAL PAVING REPORT 1990-1991

1st PRINCE	Grade	Gravel	Base	Seal	New Pave	New Recon	To be Sealed	Fine Grade Gravel
Ashley-Murphy Rd.	-	0.32	0.32	0.32	0.32	-	-	0.32
Mill Road	-	0.37	0.37	0.37	0.37	-	-	0.37
Centennial Dr.	-	0.22	0.22	0.22	0.22	-	-	0.22
Broderick Rd.	-	0.44	0.44	0.44	0.44	-	-	0.44
Martin Rd.	-	0.50	-	-	-	-	-	-
High Ball Rd.	-	0.50	-	-	-	-	-	-
Palmer Rd.	-	0.60	-	-	-	-	-	-
Tignish Shore Rd.	-	0.05	-	-	-	-	-	-
Shield Road	-	0.35	-	-	-	-	-	-
Marsh Road	-	1.80	-	-	-	-	-	-
Cheese Factory Rd.	0.90	0.90	-	-	-	-	-	-
Center Line Road.	0.87	0.87	-	-	-	-	-	-
Back Settlement Rd.	1.17	-	-	-	-	-	-	-
Broderick Rd.	1.10	1.10	-	-	-	-	-	-
SUB TOTAL	4.04	8.02	1.35	1.35	1.35	-	-	1.35

2nd PRINCE								
Richards Road	-	0.55	0.55	0.55	0.55	-	-	0.55
West Devon Road	-	0.52	-	-	-	-	-	-
Ramsay Rd.	-	0.62	-	-	-	-	-	-
Haliburton Rd.	-	1.00	-	-	-	-	-	-
Kennedy Rd.	-	1.80	-	-	-	-	-	-
Shaw Rd.	1.74	-	-	-	-	-	-	-
Portage Rd. (Box Culverts)	-	-	-	-	-	-	-	-
SUB TOTAL	1.74	4.49	0.55	0.55	0.55	-	-	0.55
3rd PRINCE								
Taddy Road	-	0.65	0.65	0.65	0.65	-	-	0.65
Miscouche Shoulders	0.17	0.17	0.17	-	-	-	-	0.17
Wellington Shoulders	0.36	0.36	0.36	-	-	-	-	0.36
Cannontown Rd.	-	3.70	-	-	-	-	-	-
Hickey Rd.	1.44	-	-	-	-	-	-	-
Base Line Rd.	1.00	-	-	-	-	-	-	-
Casey Rd.	0.50	-	-	-	-	-	-	-
Lyle Rd.	1.20	-	-	-	-	-	-	-
SUB TOTAL	4.67	4.88	1.18	0.65	0.65	-	-	1.18
4th PRINCE								
Carleton Dump Rd.	-	0.10	0.07	0.07	0.07	-	-	0.07
East Drive (St. Eleanors) Tap Drain	-	-	-	-	-	-	-	-
SUB TOTAL	-	0.10	0.07	0.07	0.07	-	-	0.07
PRINCE COUNTY TOTALS	**10.45**	**17.49**	**3.15**	**2.62**	**2.62**	-	-	**3.15**

QUEENS COUNTY - PROVINCIAL PAVING REPORT 1990-1991

1st QUEENS	**Grade**	**Gravel**	**Base**	**Seal**	**New Pave**	**New Recon**	**To be Sealed**	**Fine Grade Gravel**
Mill Road	-	2.00	-	-	-	-	-	-
Eliot River Road	-	1.71	-	-	-	-	-	-
Dusky Road	-	0.82	-	-	-	-	-	-
Wharf Road	-	0.34	-	-	-	-	-	-
Westmoreland Rd.	-	0.20	-	-	-	-	-	-
Centre Road	-	0.14	-	-	-	-	-	-
Millvale Road	-	3.30	-	-	-	-	-	-
St. Patricks Road	-	1.00	-	-	-	-	-	-
Crapaud Bus Bay Landscaping	-	-	-	-	-	-	-	-
SUB TOTAL	-	9.51	-	-	-	-	-	-
2nd QUEENS								
MacEwen Road	-	0.22	-	-	-	-	-	-
Ebenezer Road	-	0.10	-	-	-	-	-	-
Quinn Road	1.50	-	-	-	-	-	-	-
Snowie Road	1.00	-	-	-	-	-	-	-
SUB TOTAL	2.50	0.32	-	-	-	-	-	-

3rd QUEENS								
Horne Cross Road	-	0.90	-	-	-	-	-	-
Kilkenny Road	-	0.36	-	-	-	-	-	-
Dromore Rd.	1.58	1.58	-	-	-	-	-	-
Simpson Rd.	-	2.04	-	-	-	-	-	-
Dougan Rd.	-	1.80	-	-	-	-	-	-
Rink Rd. (Queens Rd.)	-	0.20	-	-	-	-	-	-
SUB TOTAL	1.58	6.88	-	-	-	-	-	-
4th QUEENS								
Brush Wharf Rd.	-	0.10	-	-	-	-	-	-
Selkirk Rd.	2.06	2.06	-	-	-	-	-	-
Village Green Rd.	-	0.32	-	-	-	-	-	-
Pinette Rd.	-	0.32	-	-	-	-	-	-
Murray Rd.	-	0.65	-	-	-	-	-	-
Iris Rd.	1.80	-	-	-	-	-	-	-
SUB TOTAL	3.86	3.45	-	-	-	-	-	-
5th QUEENS								
CDP Parking - Imported Gravel	-	0.10	-	-	-	-	-	0.10
SUB TOTAL	-	0.10	-	-	-	-	-	0.10
6th QUEENS								
MayPoint Road Int.	0.25	0.25	0.25	-	0.25	-	0.25	0.25
SUB TOTAL	0.25	0.25	0.25	-	0.25	-	0.25	0.25
QUEENS COUNTY TOTALS	**5.19**	**20.51**	**0.25**	**-**	**0.25**	**-**	**0.25**	**0.35**

KINGS COUNTY - PROVINCIAL PAVING REPORT 1990-1991

1st KINGS	**Grade**	**Gravel**	**Base**	**Seal**	**New Pave**	**New Recon**	**To be Sealed**	**Fine Grade Gravel**
New Road (St. Charles)	1.30	1.30	-	-	-	-	-	-
Eglington Road	1.40	-	-	-	-	-	-	-
Souris Line Rd. (Snowtrapping)	0.31	-	-	-	-	-	-	-
SUB TOTAL	3.01	1.30	-	-	-	-	-	-
2nd KINGS								
Morell Rear Rd.	-	2.00	-	-	-	-	-	-
Canavoy Rd.	-	1.60	-	-	-	-	-	-
St. Patricks Rd.	-	0.80	-	-	-	-	-	-
SUB TOTAL	-	4.40	-	-	-	-	-	-
3rd KINGS								
Brothers Rd.	-	1.30	-	-	-	-	-	-
Knox Dam Rd.	-	1.30	-	-	-	-	-	-
Quinn Rd.	-	0.67	-	-	-	-	-	-
Cumberland Rd.	-	0.90	-	-	-	-	-	-
Dewars Mill Rd.	-	0.60	-	-	-	-	-	-
SUB TOTAL	-	4.77	-	-	-	-	-	-

4th KINGS								
Bruce Rd.	-	1.00	-	-	-	-	-	-
Old Ross Lane	-	0.25	-	-	-	-	-	-
Loane Rd.	-	2.34	-	-	-	-	-	-
SUB TOTAL	-	3.59	-	-	-	-	-	-
5th KINGS								
Grove Pine Rd.	-	1.14	-	-	-	-	-	-
Mill Rd.	-	2.40	-	-	-	-	-	-
Woodville Rd. (Snowtrap)	0.10	-	-	-	-	-	-	-
Panmure Island Beach Road Rip-Rapping	-	-	-	-	-	-	-	-
SUB TOTAL	0.10	3.54	-	-	-	-	-	-
KINGS COUNTY								
TOTALS	3.11	17.60	-	-	-	-	-	-
TOTALS	21.75	55.60	3.40	2.62	2.87	-	0.25	3.50

PRINCE COUNTY - PROVINCIAL RECAP REPORT 1990-1991

1ST PRINCE	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
O'Leary Road	-	-	-	-	4.50	-	-
Alberton to Elmsdale Route 2	-	-	-	-	1.60	-	-
Miminegash Road	-	-	-	-	4.10	-	-
Palmer Road	-	-	-	-	2.25	-	
Bloomfield to Foy Rd. Route 2	-	-	-	-	3.10	-	-
Church St. Tignish	-	-	-	-	1.00	1.00	-
Mill River East	-	3.60	-	3.60	3.60	3.60	0.90
Bartlett Road (O'Leary)	-	-	0.96	0.96	2.10	2.10	
West Devon to Woodstock (Rte 2)	2.88	2.88	-	2.88	-	2.88	2.88
Coleman Bridge (Rte 2)	-	-	-	0.80	-	0.80	0.80
Greenmount (Rte 153) Double Slurry Seal	-	-	-	-	3.00	-	-
Elmsdale (Rte 2) Double Slurry Seal	-	-	-	-	3.10	-	-
SUB TOTAL	2.88	6.48	0.96	8.24	28.35	10.38	4.58
2ND PRINCE							
Shore Road (Cape Wolfe)	-	-	-	-	0.52	-	-
Tyne Valley (Rte 12)	-	-	-	-	0.20	0.20	-
Barlow Road	0.50	2.40	-	2.85	2.85	2.85	-
O'Leary Road (Springfield)	-	-	-	-	1.68	1.68	-
Line Road (Milbourn)	-	1.14	-	1.14	1.14	1.14	-
Glenwood Road (West Point)	-	1.40	-	1.40	1.40	1.40	-
West Devon to Woodstock (Rte 2)	3.19	3.19	-	3.19	3.19	3.19	3.19
SUB TOTAL	3.69	8.13	-	8.58	10.98	10.46	3.19
3RD PRINCE							
Grand River Rd. (Rose Hill)	-	-	-	-	3.00	-	-
Egmont Bay Road	-	-	-	-	2.22	2.22	-
Malpeque Road	0.24	0.24	-	0.24	2.00	2.00	-
Grand River Rd. (Lot 16)	-	1.25	-	1.25	2.60	2.60	-
Western Road (Miscouche Swamp) Double Chip Seal	-	-	-	-	4.40	-	-
SUB TOTAL	0.24	1.49	-	1.49	14.22	6.82	-

4TH PRINCE							
North Carleton Rd.	-	-	-	-	2.50	-	-
Margate - New London Road	-	-	-	-	4.40	-	-
Clermont Road	-	-	-	-	0.90	-	-
Albany Road	-	-	-	-	1.20	-	-
Albany Interchange (Route 1-A)	0.98	0.98	-	0.98	0.98	0.98	0.98
Notre Dame Street (St. Eleanors)	-	-	-	0.10	0.10	0.10	-
Pope Road (St. Eleanors)	0.05	-	-	0.93	0.93	0.93	-
Kensington Rink Rd.	-	1.33	1.33	1.33	1.33	1.33	-
BlueShank Road	0.10	0.10	0.10	0.10	0.10	0.10	-
Reads Corner Int.	0.30	0.30	-	0.30	0.30	0.30	-
Walker Avenue (Wilmot) Storm Sewer and Curb	0.27	0.27	-	0.27	-	0.27	0.27
Blueshank Road (Wilmot) Double Chip Seal	-	-	-	-	6.30	-	-
Bedeque Road (Kinkora) Double Slurry Seal	-	-	-	-	1.83	-	-
SUB TOTAL	1.70	2.98	1.43	4.01	20.87	4.01	1.25
PRINCE COUNTY TOTALS	**8.51**	**19.08**	**2.39**	**22.32**	**74.42**	**31.67**	**9.02**

QUEENS COUNTY - PROVINCIAL RECAP REPORT 1990-1991

1ST QUEENS	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
New London Rd. (Clifton)	0.10	0.10	0.10	0.10	5.60	-	-
Bedeque Rd. (Shamrock)	0.10	0.10	0.10	0.10	3.35	-	-
Rattenbury Road	-	-	-	-	1.25	-	-
Freetown Road	-	-	-	-	1.34	1.34	-
SUB TOTAL	0.20	0.20	0.20	0.20	11.54	1.34	-
2ND QUEENS							
Wiltshire Road	-	-	-	-	1.40	-	-
Rustico Road	0.66	0.84	0.84	5.70	-	5.70	5.70
Wiltshire Road	0.10	0.10	0.10	3.80	3.80	3.80	-
Meadowbank Road	0.06	0.06	0.06	2.57	2.57	2.57	-
Warren Grove Road	-	-	-	-	0.94	0.94	-
Rustico Streets	-	-	-	-	0.36	0.36	-
New Glasgow Road (Ditching)	0.40	-	-	-	-	-	-
Cornwall to New Haven TCH Double Slurry Seal	-	-	-	-	5.20	-	-
Ferry Road	0.10	-	0.10	-	-	-	-
SUB TOTAL	1.32	1.00	1.00	12.07	14.27	13.37	5.70
3RD QUEENS							
Rte 2 Norwood Rd. to York Road	-	-	-	-	1.00	-	-
48 Road	-	3.47	3.47	3.47	3.47	3.47	-
Bedford Road	1.10	1.10	1.10	1.10	2.54	3.44	0.90
Bunbury Road	-	-	-	-	-	4.06	4.06
Monaghan Road N.	-	1.00	-	1.00	-	1.00	1.00
SUB TOTAL	1.10	5.57	4.57	5.57	7.01	11.97	5.96

4TH QUEENS							
Village Green Rd.	-	-	-	-	1.12	-	-
Pownal Road	-	-	-	-	3.60	-	-
Lyndale Road	1.42	1.42	1.42	1.42	1.90	4.35	2.45
Monaghan Road S.	-	1.70	1.70	1.70	0.18	1.70	1.52
TCH - Belle River	-	-	-	-	0.30	0.30	-
SUB TOTAL	1.42	3.12	3.12	3.12	7.10	6.35	3.97
5TH QUEENS							
Rte 2 Norwood Rd. to York Road	-	-	-	-	2.13	-	-
St. Peters Rd. (Parkdale)Ph. I	-	-	-	-	0.88	-	-
St. Peters Rd. (Parkdale) Ph. II	-	-	-	0.57	0.57	0.57	-
Montgomery Drive	-	0.44	0.44	0.44	0.44	0.44	-
Arcona Drive	-	0.09	0.09	0.09	0.09	0.09	-
Messer Drive	-	0.28	0.28	0.28	0.28	0.28	-
Duncan Heights	-	0.35	0.35	0.35	0.35	0.35	-
MacLean-Cheverie	-	0.59	0.59	0.59	-	0.59	0.59
Hillsboro Bridge Infilling	0.30	-	-	-	-	-	-
Sherwood Sts. Landscaping	-	-	-	-	-	-	-
SUB TOTAL	0.30	1.75	1.75	2.32	4.74	2.32	0.59
6TH QUEENS							
West Royalty Streets Landscaping							
QUEENS COUNTY TOTALS	**4.34**	**11.64**	**10.64**	**23.28**	**44.66**	**35.35**	**16.22**

KINGS COUNTY - PROVINCIAL RECAP REPORT 1990-1991

1ST KINGS	**Grade**	**Gravel Base**	**Fine Grade Gravel**	**Base**	**Seal**	**New Recon**	**To be Sealed**
NIL							
2ND KINGS							
Rte 2, Midgell Bridge to St. Peters	0.70	0.70	-	0.70	-	0.70	0.70
SUB TOTAL	0.70	0.70	-	0.70	-	0.70	0.70
3RD KINGS							
48 Road	-	-	-	-	1.80	-	-
Georgetown Road	-	3.40	3.40	3.40	3.40	3.40	-
SUB TOTAL	-	3.40	3.40	3.40	5.20	3.40	-
4TH KINGS							
Commercial Road	-	-	-	-	5.00	5.00	-
SUB TOTAL	-	-	-	-	5.00	5.00	-
5TH KINGS							
St. Georges Road	-	0.59	0.59	0.59	3.68	3.68	-
Sturgeon Road	-	-	-	-	1.00	1.00	-
SUB TOTAL	-	0.59	0.59	0.59	4.68	4.68	-
KINGS COUNTY TOTALS	**0.70**	**4.69**	**3.99**	**4.69**	**14.88**	**13.78**	**0.70**
GRAND TOTALS	13.55	35.41	17.02	50.29	133.96	80.80	25.94

SUB-DIVISION - REPORT 1990-1991

1ST PRINCE	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
Claudette Stewarts	-	-	-	0.08	0.08	-	-
SUB TOTAL	-	-	-	0.08	0.08	-	-
4TH PRINCE							
Henderson Heights	-	-	-	-	0.49	-	-
Eastland Mall	0.23	0.23	-	0.23	0.23	0.23	-
SUB TOTAL	0.23	0.23	-	0.23	0.72	0.23	-
PRINCE TOTAL	0.23	0.23	-	0.31	0.80	0.23	-
2ND QUEENS							
Fire Fighters Training Centre	-	-	-	-	0.14	-	-
Elliot Park	-	-	-	-	-	-	0.05
Lantern Hill	0.18	0.18	-	0.18	-	0.18	0.18
SUB TOTAL	0.18	0.18	-	0.18	0.14	0.18	0.23
3RD QUEENS							
MacLauchlan's	0.10	0.10	-	0.10	0.10	0.10	-
Cleo Rioux	0.20	0.20	-	0.20	0.20	0.20	-
Walter Walsh	0.18	0.18	-	-	-	-	0.18
SUB TOTAL	0.48	0.48	-	0.30	0.30	0.30	0.18
5TH QUEENS							
Stewart MacKay	-	-	-	-	0.64	-	-
Oakland Ventures	0.16	0.16	-	0.16	0.16	0.16	-
SUB TOTAL	0.16	0.16	-	0.16	0.80	0.16	-
6TH QUEENS							
Southview Estates Phase II	-	-	-	-	-	-	0.18
Timberlodge S-D Phase III	-	-	-	-	0.19	-	0.04
Kennedy	0.32	0.32	-	0.32	-	0.32	0.32
Southview Estates Phase III	0.43	0.43	-	0.43	-	0.43	0.43
Upton Park	0.17	0.17	-	0.17	0.17	0.17	-
SUB TOTAL	0.92	0.92	-	0.92	0.36	0.92	0.97
QUEENS TOTALS	1.74	1.74	-	1.56	1.60	1.56	1.38
TOTALS	**1.97**	**1.97**	**-**	**1.87**	**2.40**	**1.79**	**1.38**

MATERIAL AND SOILS SECTION

The 1990-1991 construction year showed an equal distribution in the Recap & Reconstruction and Cost Shared Programs. There was a slight decrease in overall asphalt mix production over the previous year.

A total of 10 plants were engaged in the production of asphaltic concrete this year in the Province. Drum type mix plants make up seventy percent of the asphalt plants in the Province.

ASPHALT

A total of 260,750 tonnes of asphaltic concrete was produced in 1990. This included binder course, surface course, leveling course and maintenance mixes produced at the ten asphalt plants located throughout the Province and placed on 89 contracts.

Daily inspection was carried out at each of the 10 plants to control the quality of the mix produced. 1,179 asphalt mix samples were collected and analyzed for compliance with the Department of Transportation's specifications. This resulted in an overall testing frequency of one test for every 221 tonnes of asphalt mix produced.

1,139 cores were removed from the different contracts to determine compliance with compaction and thickness requirements.

The use of local aggregate was confined mainly to blend sands with limited usage of coarse aggregate in mix "A1" for Provincial roads. The remainder of the aggregate was imported. The type and amount of testing carried out to ensure the quality of these aggregates is noted below.

Test	No. of Tests
Sieve Analysis	3,205
Specific Gravity	176
Soundness	35
Abrasion	17
Petrographic Number	11

In addition to this quality control testing on the individual aggregates, 36 asphalt mix designs were carried out to determine aggregate proportions and optimum asphalt contents.

Asphalt cement specification compliance testing was performed on 150-200 and 200-300 penetration grade asphalt cements. A total of 125 samples were tested.

SOILS

Soils testing for 1990 was concerned principally with pulverized asphalt and soil-cement, granular base course and sandstone. Tests carried out on these materials included sieve analysis, moisture-density relations, specific gravity, abrasion and soundness. A total of 1526 samples were processed during the year.

The continued use of the lab's mobile drilling unit permitted comprehensive subgrade investigations to be carried out this year, a total of 2,362 samples were obtained. Sample analysis included 2,362 sieve analysis and moisture content tests, 111 atterberg limit tests and 105 hydrometer tests.

In the field, 2,488 compaction tests were carried out on pulverized asphalt and soil-cement, granular base and sandstone.

CONCRETE

Testing and inspection services were provided for the following jobs. * Indicates where Lab inspection services were carried out.

Court House (Summerside)
* Brookfield Ski Lodge
Tignish Elementary School
Birchwood High School
* Coleman Bridge
* Egolf Dam
* Concrete Curbs (Parkdale)
* MacLean's Dam (Vernon)
* Howe Bay Fish Ladder
North Shore School (Rustico)

A total of 134 concrete cylinders and 4 mortar cubes were tested for compressive strength.

BENKELMAN BEAM

The deflection testing program continued to provide information for overlay thickness design and the spring weight restriction program.

PAVING AWARD

H.I. Construction Ltd. was the recipient of this year's paving award.

HIGHWAY PLANNING SECTION

The multi-year highway network plan prepared by the Highway Planning Section was used to aid in selection of projects for the Department's rehabilitation programs during the 1990 construction season. This was the Department's first attempt to utilize the technology of the Pavement Management System in a multi-year program of work. Throughout the year, the Section continued to gather updated information that is required to support the highway program development process.

The Highway Planning Section shares responsibility for delivery of the Canada/Prince Edward Island Cooperation Agreement on Transportation Development and is solely responsible for delivery of the research, planning, evaluation and communication programs. In 1990-91 plans for implementation of all of these programs were fully developed and a number of projects were begun. These included:

Project	Title	Contractor
RA9001	Technical Advisory Contract	University of N.B.
RA9002	Environmental Review of Specifications and Procedures	Jacques Whitford & Associates
RA9003	Acquisition of Profilograph	James Cox & Sons
RA9004	Off-shore Aggregate Feasibility Study	Jacques Whitford & Associates

RA9005	North River Causeway; Preliminary Assessment of Modifications	ASA Consulting Ltd.
RA9006	Integrated Traffic Monitoring System	Geoplan Consultants Inc.
RA9007	Viability of Asphalt Recycling Technologies	Maritime Testing Ltd.

In addition to contracted research and evaluation projects carried out as part of the Cooperation Agreement on Transportation Development, the Highway Planning Section continued to coordinate provincial participation in large scale national and international highway research programs. This work included extensive monitoring of four pavement test sites located on Route 1, 1A, and 2.

The Highway Planning Section initiated a project to identify a corridor for long-term extension of the Charlottetown Perimeter Highway from West Royalty toward Cornwall and Meadowbank.

Responsibility for an examination of the management and organizational structure of the Department was assigned to the Highway Planning Section early in 1990. The Section played a leading role in consideration of more effective and efficient approaches to management of the Department's varied responsibilities.

Growth of traffic on Prince Edward Island highways during 1990 was much less then had been observed during the previous few years. The average growth in traffic volume throughout the province was two percent; but in some part of the province, notably the Cavendish area, the traffic volume declined by seven percent. The decline in Cavendish area traffic was comparable to the decline in tourist traffic that was observed throughout the province.

TRAFFIC ENGINEERING SECTION

SIGN SHOP

The Sign Shop continued to have screen printing and painting operations carried out by private companies. This enabled the work to be handled by two full-time and two part-time employees. Previously the work was performed by three full-time and one part-time employee.

Demand for highway signs remained high. The Sign Shop produced a total of 7295 new signs. These consisted of the following:

Silk Screened Signs	5500
Directional Signs	509
Street Name Signs	410
Community Signs	121
Lettered Signs	112
Barricades	150
HISS Signs	493
Total	7295

Signs leaving the Sign Shop were utilized as follows:

Department Sign Crews - Highway Signs	4513
HISS	493
Other Government Crews	969
Municipalities	217
Construction Companies	240
Other	195
Total	6627

The Sign Shop continued to strive for maximum efficiency by recycling and repairing used highway signs. Operations were improved by the development of a guidance chart relating letter size to sign size and the construction of additional bins to hold new signs. Preparations were begun to change construction signs to orange for the 1991 season to comply with national standards.

HIGHWAY SIGNING

As in previous years, the highway signs throughout the Province were maintained by three full-time and two part-time sign crews. During the spring, summer and early fall, there were five crews and this number was reduced to three for the winter months. Crews followed daily schedules to cover all areas of the Province on a regular basis.

As well as maintaining all the highway signs in the Province, these crews continued to sign detours and installed hazard markers on highway construction sites.

Two new post hole diggers were purchased to replace worn out equipment.

Vandalism continued to be a problem at various times of the year. Hallowe'en vandalism was minimal in the rural areas but heavy in the small towns and villages. Winter damage was light due to light snowfall.

The following is a list of materials used for the year:

2" x 4" cross members	550
4" x 4" posts	150
5" x 5" posts	2560
U-flange posts (recycled)	1274
U-flange posts (new)	1180
Installation of standard sign	2647
Installation of direction boards	509
Installation of community signs	121
Installation of bump/curb signs	1866
Signs repaired/re-erected	4324

HIGHWAY INFORMATION SIGNAGE SYSTEM

The Traffic Engineering Section erected, maintained and removed the HISS Standards and signs on highways. The manufacture of the signs continued in the Sign Shop.

All new installations this year were placed on steel telespar sign posts and anchorage systems.

The field work was performed by the five regional sign crews. New signs were also erected by the signs crews, requiring approximately one day per crew weekly for the months of June, July and August.

There were 500 new steel standards erected to serve 250 new installations and convert 250 wood installations to steel. The program now has approximately 1300 standards and 2500 signs within the Province.

Because of the high turnover of applicants for this program, yearly signs no longer required in the system are stripped and reused. This year 500 of these sign blanks were stripped and put back in stock to be relettered for new applicants.

HIGHWAY MARKING

Centreline markings were maintained on approximately 1650 km of highway using 108,500 L of yellow paint. Another 23,000 L of yellow paint were applied to approximately 165 km of newly constructed highways.

Approximately 38,000 L of white paint were applied to maintain 425 km of shoulderline. Another 16,000 L were applied to 90 km of shoulderline on newly constructed highways.

The intersection marking crews applied 2,540 L of white paint and 1900 L of yellow paint.

All paint was supplied by Northumberland Chemicals Inc. of Parkdale. Reflectorizing the paint as it was applied required approximately 130,000 kg of glass beads. These were supplied by Rae-Fac Agencies Ltd.

Thermoplastic markings were placed in conjunction with new construction at the intersection of Route 1A and Route 11, Reads Corner in Wilmot; at Routes 2 and 25 in Marshfield; on St. Peter's Road at Belvedere Ave.; and three crosswalks on St. Peter's Road in Parkdale.

HIGHWAY LIGHTING

Maintenance of low pressure sodium lights and bridge lighting in the Province was carried out under five maintenance contracts. Maintenance of traffic signals, flashing beacons, and other lighting was carried out as required.

Flashing beacons on heavy barricades were used at several locations for bridge construction, detours, etc.

The underground wiring for the lighting on the Souris Causeway was replaced.

Traffic signals were installed at the intersection of the realigned May Point Road, Upton Road and Trans Canada Highway.

Six low pressure sodium lights were installed at the Trans Canada Highway, May Point Road and Upton Road in West Royalty; seven units at the intersection of Routes 2 and 142 in Woodstock; six units at the intersection of Routes 2 and 14 at the new Coleman Bridge; as well as one unit at the intersection of Routes 2 and 230 in Pleasant Valley, Routes 6 and 238 in Clinton, Routes 4 and 319 in Brudenell, Routes 3 and 213 in Millview, Routes 4 and 5 in Cardigan, Routes 4 and 312 in Primrose, Routes 101 and 104 in Margate, and Routes 2 and 160 in Tignish.

Flashing stop beacons were installed at Routes 23 and 211 in Newtown Cross; Routes 4 and 324 on Peters Road; and Route 15, Sherwood Road and the Airport Intersection in Sherwood.

HIGHWAY DESIGN AND ACCESS CONTROL

During the year over 50 subdivisions were reviewed during various stages of development. A seminar on subdivision development was held in May in conjunction with the Department of Community and Cultural Affairs. This provided an opportunity to advise developers of the policies and procedures required to provide a public road in a new development.

Technical review of over 200 locations for access control or moving building permits were reviewed during the year. Plans were begun to improve future access control as a result of the Report of the Royal Commission on the Land.

Safety improvements to intersection sight distance included: moving a house at the intersection of Route 1A and 10 in Central Bedeque; removing a house at the intersection of Route 2 nd 132 in Northam; removing a building at the intersection of Route 1 and 116 in Hampton and improvements at Route 2 and 13 in Hunter River. Another safety improvement was the erection of the sign structure and calibration of the high speed truck detection equipment on the Trans Canada Highway in Crapaud.

Design assistance was provided for the following locations: Trans Canada Highway through Southport and Crossroads; Trans Canada Highway, May Point Road and Upton Road in West Royalty; Route 124 and 135 in Urbainville; Route 2 and 142 in Woodstock; Trans Canada Highway and Riverside Drive in Charlottetown and Routes 1A and 11 in Wilmot.

WORK ZONE SAFETY

The Department provided technical inspection of highway work zones throughout the Province for six months during the construction and maintenance seasons. There were improvements in traffic control on public utility sites and improved safety equipment on construction and maintenance sites. Flashing arrow boards were used for the first time during the year and reflective plastic barrels were utilized on construction sites.

The Traffic Engineering Section continued to work with Holland College and the Department of Labour to improve signaller training. Holland College presented one-day courses to those who intended to work as signallers. This training was funded by the Department of Transportation and Public Works and provided to the public at Holland College facilities in West Prince, Summerside, Charlottetown and Montague. As of November 1990, approximately 950 signallers had been trained.

The Traffic Engineering Section worked with the Occupational Health and Safety Division of the Department of Labour to develop new regulations for traffic control. These proposed regulations would provide safety standards for signallers on highway work sites to improve movement of traffic through the work area.

COOPERATIVE AGREEMENT ON TRANSPORTATION DEVELOPMENT

YORK ROAD-BEDFORD ROAD, RTE. 2, EAST

Pave 6.73 km
Tenders Opened February 22, 1990

Island Construction Limited	266,880.00
Dennis Construction Limited	309,300.00
Chapman Bros. Construction Limited	315,000.00

Awarded to Island Construction Limited

NEW ANNAN-TRAVELLERS REST, RTE. 2, WEST

Subgrade & Pave 2.37 km
Tenders Opened July 17, 1990

Chapman Bros. Construction Limited	675,210.00
Curran & Briggs Limited	639,031.00

Awarded to Curran & Briggs Limited

TRAVELLERS REST-CENTRAL STREET, RTE. 2, WEST

Subgrade & Pave 4.44 km
Tenders Opened July 17, 1990

Curran & Briggs Limited	1,271,575.00
Chapman Bros. Construction Limited	1,377,870.00
Dennis Construction Limited	1,491,933.50

Awarded to Curran & Briggs Limited

SOUTHPORT-JOHNSTON DRIVE, T.C.H.

Subgrade & Pave 4.07 km
Tenders Opened August 3, 1990

Dennis Construction Limited	1,843,068.00
Curran & Briggs Limited	1,536,402.20
Island Construction Limited	2,011,485.00
Island Coastal Services	1,887,497.00

Awarded to Dennis Construction Limited

CHARLOTTETOWN PERIMETER ROAD

Subgrade and Gravel 1.80 km
Tenders Opened August 03, 1990

Island Coastal Services	1,240,050.00
Curran & Briggs Limited	1,515,338.00

Awarded to Island Coastal Services

PROVINCIAL PAVING TENDERS

ALBERTON-ELMSDALE, RTE 150

Pave 1.60 km
Tenders Opened February 22, 1990

H.I. Construction Limited	59,377.60

Awarded to H.I. Construction Limited

CHURCH STREET, TIGNISH, RTE. 153

Pave 1.00 km
Tenders Opened February 1990

H.I. Construction Limited	109,858.00

Awarded to H.I. Construction Limited

PALMER ROAD, RTE. 156

Pave 2.25 km
Tenders Opened February 22, 1990

H.I. Construction Limited	41,181.50

Awarded to H.I. Construction Limited

TYNE VALLEY ROAD (STORM SEWER)

Pave 0.20 km
Tenders Opened February 22, 1990

H.I. Construction Limited	15,025.00
Curran & Briggs Limited	15,230.00

Awarded to H.I. Construction Limited

NORTH CARLETON ROAD. RTE. 10

Pave 2.50 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	64,665.20

Awarded to Curran & Briggs Limited

CLERMONT ROAD, RTE. 110

Pave 0.90 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	14,265.80

Awarded to Curran & Briggs Limited

NEW LONDON (CLIFTON) ROAD, RTE. 6

Pave 5.60 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	79,982.20
Dennis Construction Limited	81,998.00

Awarded to Curran & Briggs Limited

RATTENBURY ROAD, RTE. 254

Pave 1.25 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	17,851.95
Dennis Construction Limited	18,866.50

Awarded to Curran & Briggs Limited

VILLAGE GREEN ROAD

Pave 1.12 km
Tenders Opened February 22, 1990

Matheson & MacMillan Ltd.	28,666.40
Chapman Brothers Construction Ltd.	35,716.20
Curran & Briggs Limited	33,198.04

Awarded to Matheson & MacMillan Ltd.

48 ROAD (KINGS COUNTY), RTE. 5

Pave 1.80 km
Tenders Opened February 22, 1990

Matheson & MacMillan Ltd.	29,916.00
Chapman Bros. Construction Ltd.	39,332.50

Awarded to Matheson & MacMillan Ltd.

ST. GEORGES ROAD, RTE. 311

Subgrade and Pave 3.68 km
Tenders Opened February 22, 1990

Kings County Construction	235,667.50
Chapman Brothers Limited	265,382.50

Awarded to Kings County Construction

MALPEQUE ROAD, RTE. 20

Subgrade & Pave 2.00 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	152,523.40

Awarded to Curran & Briggs Limited

FREETOWN ROAD, RTE. 8

Pave 1.34 km
Tenders Opened February 22, 1990

Dennis Construction Limited	78,336.30
Curran & Briggs Limited	81,904.88

Awarded to Dennis Construction Limited

WILTSHIRE ROAD, RTE. 225

Pave 1.40 km
Tenders Opened February 22, 1990

Island Construction Limited	21,936.00
Dennis Construction Limited	24,754.00
Chapman Bros. Construction Ltd.	29,507.00

Awarded to Island Construction Limited

48 ROAD (QUEENS COUNTY), RTE. 5

Subgrade & Pave 3.47 km
Tenders Opened February 22, 1990

Matheson & MacMillan Ltd.	384,819.00
Chapman Bros. Construction Ltd.	439,975.00
Curran & Briggs Limited	478,454.50

Awarded to Matheson & MacMillan Ltd.

COMMERCIAL ROAD, RTE. 4

Pave 5.00 km
Tenders Opened February 22, 1990

Matheson & MacMillan Ltd.	293,495.00
Chapman Bros. Construction Ltd.	345,850.00

Awarded to Matheson & MacMillan Ltd.

O'LEARY ROAD, RTE. 142

Pave 4.50 km
Tenders Opened February 22, 1990

H. I. Construction Limited	161,701.49
Curran & Briggs Limited	163,921.66

Awarded to H.I. Construction Limited

MIMINEGASH ROAD, RTE. 14

Pave 4.12 km
Tenders Opened February 22, 1990

H.I. Construction Limited	70,873.28

Awarded to H.I. Construction Limited

CAPE WOLFE (SHORE ROAD), RTE. 14

Pave 0.52 km
Tenders Opened February 22, 1990

H.I. Construction Limited	10,627.60
Curran & Briggs Limited	10,629.00

Awarded to H.I. Construction Limited

GRAND RIVER ROAD, RTE. 12

Pave 3.0 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	44,996.64

Awarded to Curran & Briggs Limited

NEW LONDON (MARGATE) ROAD, RTE. 6

Pave 4.40 km
Tenders Opened February 22, 1990

Dennis Construction Limited	62,548.00
Curran & Briggs Limited	63,392.80

Awarded to Dennis Construction Limited

ALBANY ROAD, RTE. 115

Pave 1.20 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	32,379.00

Awarded to Curran & Briggs Limited

BEDEQUE ROAD (SHAMROCK), RTE. 225

Pave 3.35 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	50,314.50
Dennis Construction Limited	53,499.50

Awarded to Curran & Briggs Limited

WILTSHIRE ROAD, RTE. 225

Pave 1.40 km
Tenders Opened February 22, 1990

Island Construction Limited	21,936.00
Dennis Construction Limited	24,754.00
Chapman Brothers Limited	29,507.00

Awarded to Island Construction Limited

NORWOOD INTERSECTION-YORK ROAD, RTE. 2, EAST

Pave 3.13 km
Tenders Opened February 22, 1990

Island Construction Limited	124,820.00
Dennis Construction Limited	150,300.00
Chapman Bros. Construction Ltd.	150,800.00

Awarded to Island Construction Limited

BLOOMFIELD-FOY ROAD, RTE. 2, WEST

Pave 3.10 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	158,725.00
H.I. Construction Limited	169,970.00

Awarded to Curran & Briggs Limited

EGMONT BAY ROAD, RTE. 124

Pave 2.22 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	142,731.94
H.I. Construction Limited	170,415.00

Awarded to Curran & Briggs Limited

ALBANY INTERCHANGE, RTE. 1A

Subgrade & Pave 0.98 km
Tenders Opened February 22, 1990

Curran & Briggs Limited	224,453.75

Awarded to Curran & Briggs Limited

RUSTICO ROAD, RTE. 6

Subgrade & Pave 5.70 km
Tenders Opened February 22, 1990

Island Construction Limited	378,937.79
Dennis Construction Limited	409,894.00
Chapman Bros. Construction Ltd.	434,503.70
Curran & Briggs Limited	440,576.10

Awarded to Island Construction Limited

WARREN GROVE ROAD, RTE. 248

Pave 0.94 km
Tenders Opened February 22, 1990

Island Construction Limited	56,751.20
Dennis Construction Limited	59,927.80
Chapman Brothers Limited	70,923.30

Awarded to Island Construction Limited

BEDFORD ROAD, RTE. 6

Subgrade & Pave 3.44 km
Tenders Opened February 22, 1990

Island Construction Limited	341,555.00
Dennis Construction Limited	387,028.50
Chapman Brothers Limited	449,682.50

Awarded to Island Construction Limited

ST. PETERS ROAD, PHASE II

Subgrade & Pave 0.57 km
Tenders Opened March 02, 1990

Island Coastal Services	343,947.00
Curran & Briggs Limited	518,626.70

Awarded to Island Coastal Services

MEADOWNBANK ROAD, RTE. 19

Subgrade & Pave 2.57 km
Tenders Opened May 07, 1990

Dennis Construction Limited	130,034.40
Island Construction Limited	141,689.25

Awarded to Dennis Construction Limited

O'LEARY ROAD, RTE. 142

Pave 1.68 km
Tenders Opened May 07, 1990

H.I. Construction Limited	139,114.36
Curran & Briggs Limited	131,599.65

Awarded to Curran & Briggs Limited

GEORGETOWN ROAD, RTE. 3

Subgrade & Pave 3.38 km
Tenders Opened May 07, 1990

Chapman Bros. Construction Ltd.	479,121.25
Dennis Construction Limited	534,917.95
Kings County Construction	575,635.25
Curran & Briggs Limited	646,227.90

Awarded to Chapman Bros. Construction Ltd.

BUNBURY ROAD, RTE. 21

Pave 4.06 km
Tenders Opened May 07, 1990

Dennis Construction Limited	349,195.20
Island Construction Limited	386,609.30
Chapman Bros. Construction Ltd.	412,658.00
Curran & Briggs Limited	425,919.60

Awarded to Dennis Construction Limited

BARLOW ROAD, RTE. 12

Subgrade & Pave 2.40 km
Tenders Opened May 07, 1990

Curran & Briggs Limited	315,630.80
H.I. Construction Limited	356,313.00

Awarded to Curran & Briggs Limited

MILL RIVER EAST ROAD, RTE. 145

Subgrade & Pave 2.70 km
Tenders Opened May 07, 1990

Chapman Bros. Construction Ltd.	316,493.00
H.I. Construction Limited	330,543 00
Curran & Briggs Limited	313,976.65

Awarded to Curran & Briggs Limited

LYNDALE ROAD, RTE. 210

Subgrade & Pave 4.35 km
Tenders Opened May 07, 1990

Chapman Bros. Construction Ltd.	335,174.50
Dennis Construction Limited	336,380.00
Kings County Construction	370,368.40
Curran & Briggs Limited	412,750.85

Awarded to Chapman Bros. Construction Ltd.

WEST DEVON-WOODSTOCK, RTE. 2, WEST

Subgrade & Pave 6.07 km
Tenders Opened May 07, 1990

Curran & Briggs Limited	2,038,380.50
Chapman Bros. Construction Ltd.	2,161,625.00
H.I. Construction Limited	2,223,435.00

Awarded to Curran & Briggs Limited

ARCONA AND MESSER AVENUE, SHERWOOD

Subgrade & Pave 0.37 km
Tenders Opened May 10, 1990

Island Construction Limited	49,900.35
Dennis Construction Limited	51,569.60

Awarded to Island Construction Ltd.

DUNCAN HEIGHTS, SHERWOOD

Subgrade & Pave 0.35 km
Tenders Opened July 10, 1990

Island Construction Limited	44,752.00
Dennis Construction Limited	46,168.00

Awarded to Island Construction Limited

MONTGOMERY DRIVE, SHERWOOD

Subgrade & Pave 0.44 km
Tenders Opened July 10, 1990

Island Construction Limited	59,309.20
Dennis Construction Limited	61,645.20

Awarded to Island Construction Limited

MACLEAN-CHEVERIE SUBDIVISION, SHERWOOD

Subgrade & Pave 0.59 km
Tenders Opened July 10, 1990

Island Construction Limited	91,144.00

Awarded to Island Construction Limited

MIDGELL BRIDGE-ST. PETERS, RTE. 2, EAST

Subgrade & Pave 2.27 km
Tenders Opened July 10, 1990

Chapman Bros. Construction Ltd.	971,776.00
Kings County Construction	1,055,358.00

Awarded to Chapman Bros. Construction Ltd.

FERRY ROAD, RTE. 248

Subgrade & Pave 3.82 km
Tenders Opened July 10, 1990

Chapman Bros. Construction Ltd.	498,174.60
Island Construction Limited	503,113.97
Dennis Construction Limited	515,623.80

Awarded to Chapman Bros. Construction Ltd.

CAVENDISH ROAD, RTE. 6

Subgrade & Pave 3.51 km
Tenders Opened July 10, 1990

Island Construction Limited	480,093.15
Chapman Bros. Construction Limited	489,690.73
Dennis Construction Limited	495,920.10
Curran & Briggs Limited	529,634.10

Awarded to Island Construction Limited

NEW LONDON ROAD

Subgrade & Pave 4.26 km
Tenders Opened July 10, 1990

Chapman Bros. Construction Ltd.	354,886.65
Island Construction Limited	341,377.80
Dennis Construction Limited	351,539.50
Curran & Briggs Limited	386,084.45

Awarded to Island Construction Limited

BARTLETT ROAD

Subgrade & Pave 2.10 km
Tenders Opened July 10, 1990

H.I. Construction Limited	461,797.40

Awarded to H.I. Construction Ltd.

LINE ROAD, RTE. 14

Subgrade & Pave 1.14 km
Tenders Opened August 16 1990

H.I. Construction Limited	167,885.40

Awarded to H.I. Construction Ltd.

KENSINGTON RINK ROAD, RTE. 109

Subgrade & Pave 1.32 km
Tenders Opened August 16, 1990

Curran & Briggs Limited	187,668.25

Awarded to Curran & Briggs Limited

MONAGHAN ROAD (SOUTH), RTE. 213

Subgrade & Pave 1.70 km
Tenders Opened August 16, 1990

Matheson & MacMillan Ltd.	224,091.50

Awarded to Matheson & MacMillan Ltd.

POWNAL ROAD, RTE. 1A

Pave 3.60 km
Tenders Opened August 16, 1990

Matheson & MacMillan Ltd.	110,762.00

Awarded to Matheson & MacMillan Ltd.

SOUTHWEST & GRAND RIVER ROAD

Subgrade & Pave 2.60 km
Tenders Opened August 16, 1990

Curran & Briggs Limited	282,010.30

Awarded to Curran & Briggs Limited

POPE ROAD, ST. ELEANORS

Subgrade & Pave 0.93 km
Tenders Opened August 16, 1990

Curran & Briggs Limited	122,349.90

Awarded to Curran & Briggs Limited

MONAGHAN ROAD (NORTH), RTE. 213

Subgrade & Pave 1.00 km
Tenders Opened August 16, 1990

Matheson & MacMillan Ltd.	141,005.00

Awarded to Matheson & MacMillan Ltd.

STURGEON ROAD, RTE. 17

Pave 1.00 km
Tenders Opened August 16, 1990

Matheson & MacMillan Ltd.	64,406.00

Awarded to Matheson & MacMillan Ltd.

SELKIRK ROAD, RTE. 23

Grade 2.06 km
Tenders Opened August 16, 1990

Island Coastal Services	221,396.00
Birt & MacKay Backhoeing Services	227,356.40
Kings County Construction	208,820.00

Awarded to Kings County Construction

READS CORNER INTERSECTION

Tenders Opened July 19, 1990

Curran & Briggs Limited	248,353.00

Awarded to Curran & Briggs Limited

DOUBLE CHIP SURFACE TREATMENT (PRINCE COUNTY)

Chip Seal 13.80 km
Tenders Opened July 10, 1990

H.I. Construction Limited	329,670.00
Island Coastal Services	416,979.00
Curran & Briggs Limited	424,047.50

Awarded to H.I. Construction Limited

DOUBLE SLURRY SURFACE TREATMENT (QUEENS COUNTY)

Slurry Seal 10.03 km
Tenders Opened July 10, 1990

H.I. Construction Limited	255,422.00
Curran & Briggs Limited	300,451.00
Island Coastal Services	309,072.00

Awarded to H.I. Construction Limited

BRIDGE TENDERS

HILLSBOROUGH BRIDGE APPROACH INFILLING

Tenders Opened April 06, 1990

Island Coastal Services	747,550.00
Curran & Briggs Limited	832,314.50
Highfield Construction Limited	744,843.00
Dennis Construction Limited	779,750.00

Awarded to Highfield Construction Limited

PISQUID BRIDGE

Tenders Opened June 28, 1990

Highfield Construction Limited	579,519.00
Maritime Dredging Limited	605,389.85
Curran & Briggs Limited	643,545.00

Awarded to Highfield Construction Limited

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
Province of Prince Edward Island

STATEMENT OF ORDINARY EXPENDITURES
Year Ending March 31, 1991

GENERAL ADMINISTRATION DIVISION

Salaries		536,495	
Office Supplies & Postage		16,003	
Tel & Tel		111,299	
Miscellaneous		5,223	
Equipment		30,900	
Maintenance & Repairs		2,326	
Travel		24,388	
TOTAL GENERAL ADMINISTRATION			726,634

HIGHWAY DIVISION

Maintenance Administration

Salaries		996,334	
Tel & Tel		18,180	
Equipment		885	
Travel		270,548	
Total Maintenance Administration			1,285,947

MAINTENANCE OF UNPAVED ROADS

Prince County

Prince 1	118,880		
Prince 2	88,048		
Prince 3	76,628		
Prince 4	85,853		
Total Prince County		369,409	

Queens County

Queens 1	128,653		
Queens 2	125,105		
Queens 3	112,209		
Queens 4	70,623		
Queens 5 & 6	104,720		
Total Queens County		541,310	

Kings County

Kings 1	102,263		
Kings 2	68,605		
Kings 3	76,447		
Kings 4	63,203		
Kings 5	113,715		
Total Kings County		424,233	
Total Maintenance of Unpaved Roads			1,334,952

Maintenance of Paved Roads		
Prince County	2,192,305	
Queens County	2,670,328	
Kings County	1,954,010	
Total Maintenance of Paved Roads		6,816,643
Bush Control		
Bush Control Prince County	140,937	
Bush Control Queens County	144,483	
Bush Control Kings County	183,393	
Total Bush Control		468,813
Right-of-Way		
Right-of-Way Prince County	134,116	
Right-of-Way Queens County	106,430	
Right-of-Way Kings County	100,475	
Total Right-of-Way		341,021
Maintenance of Bridges		
Wages	145,328	
Materials & Supplies	98,253	
Contract Service	50,533	
Total Maintenance of Bridges		294,114
Snow Removal		
Wages	670,991	
Materials & Supplies	187,635	
Contract Services	4,446,545	
Total Snow Removal		5,305,171
Sanding & Salting		
Wages	1,071,845	
Materials & Supplies	2,809,123	
Total Sanding & Salting		3,880,968
Traffic Engineering		
Data & Design	101,510	
Sign Shop	242,625	
Highway Signage	388,547	
Information Signing	132,308	
Highway Marking	640,770	
Traffic Operations	179,165	
Traffic Administration	422,048	
Total Traffic Engineering		2,106,973

Mechanical-Government Garage			
Salaries	5,031,214		
Equipment	52,022		
Material & Supplies	2,592,997		
Contract Services	52,079		
Travel	84,574		
Telephone, Radios & Taxes, Administration	256,030		
Total Mechanical Branch		8,068,916	
TOTAL HIGHWAYS DIVISION ACCOUNT			29,903,518
HIGHWAY SAFETY BRANCH			
Administration			
Salaries & Wages	235,946		
Tel & Tel	40,551		
Contract Services	19,780		
Material & Supplies	81		
Travel	16,908		
Total Administration		313,266	
Promotion of Highway Safety			
Salaries	532,191		
Office Supplies	11,971		
Materials & Supplies	105,373		
Equipment	18,794		
Consultant	4,556		
Travel	47,281		
Total Promotion of Highway Safety		720,166	
Registration & Licensing			
Salaries	451,688		
Office Supplies & Postage	23,176		
Equipment	5,356		
Material & Supplies	171,206		
Travel	5,918		
Total Registration & Licensing		657,344	
Records			
Salaries	146,864		
Total Records		146,864	
Summerside			
Salaries	257,669		
Travel	1,384		
Total Summerside		259,053	
Highway Scales			
Materials & Supplies	31,554		
Contract Services	5,330		
Salaries	319,793		
Travel	5,286		
Total Highway Scale		361,963	
TOTAL HIGHWAY SAFETY BRANCH			2,458,656

SERVICES BRANCH

Audio Visual Services Centre

Salaries	234,908		
Travel	3,512		
Equipment	2,382		
Equipment Repairs	33,166		
Audio Visual - Photography			
Salaries	58,796		
Travel	2,426		
Materials & Supplies	11,702		
Equipment	2,058		
Total Audio Visual Services Centre		348,950	

Postal Services

Salaries	114,921		
Postage	819,905		
Contract Services	40,656		
Travel	99		
Repairs, Maintenance, Equipment & Rental	51,252		
Total Postal Services		1,026,833	

Printing Services

Salaries	524,079		
Travel	2,848		
Material & Supplies	604,366		
Reproduction Equipment Rentals	234,816		
Total Printing Services		1,366,109	
TOTAL SERVICES BRANCH			2,741,892

BUILDINGS BRANCH

Building Administration

Salaries	90,887		
Travel	658		
Total Building Administration		91,545	

Energy Conservation Pilot Project

Salaries	92,507		
Travel	7,528		
Equipment	1,022		
Material & Supplies	1,579		
Total Energy Conservation		102,636	
TOTAL BUILDING ADMINISTRATION			194,181

Construction Administration

Salaries	271,782		
Travel	12,232		
Contract Services	87,128		
Technical & Drafting Equipment & Supplies	3,287		
TOTAL CONSTRUCTION ADMINISTRATION - BLDGS.			374,429

Maintenance Administration - Building			
Salaries	716,219		
Administration	14,517		
Equipment	3,275		
Travel	49,400		
Material & Supplies	32,365		
Total Maintenance Administration		815,776	
Maintenance of Buildings			
Basin Head Museum	11,338		
Beach Grove Infirmary	400,903		
Belmont St. Warehouse	9,885		
Brudenell Complex	131,611		
Bunbury Nursery	25,026		
Cavendish VIC	26,338		
Coles Building	122,920		
Colville Manor	3,910		
Court House Alberton	33,068		
Dr. Eric Found Health Centre	487,039		
40 Great George St. Customs House	47,716		
Georgetown Youth Centre	36,833		
Government House	340,538		
Green Park Historic Site	6,819		
Health Centre, Summerside	59,072		
Hillsboro Hospital	599,919		
Jones Building	752,897		
Kings Co. Court House & Jail	47,147		
Kings Co. Forestry Depot	19,510		
Lady Slipper Visitors Centre	24,164		
MacMillan Building	744,968		
Maplewood Manor	57,535		
Montague Office Complex	68,576		
Orwell Cove Museum	17,940		
Portable Classrooms	76,519		
Portage VIC	6,121		
Prince Co. Forestry Depot, Wellington, Richmond	20,872		
Prince Co. Court House & Jail	103,317		
Prince Edward Home	1,003,916		
Province House	138,015		
Province House Annex	42,881		
Queens Co. Forestry Depot	14,634		
Riverview Manor	62,245		
Scalehouse-Borden & Wood Islands	16,305		
Shaw & Sullivan Building	2,276,450		
Sherwood Hospital	45,031		
Sleepy Hollow Correctional Centre	197,807		
Southern Kings Highway Depot, Bridgetown	19,871		
Southern Kings & Queens Regional Services Centre	79,174		
Summerset Manor	24,350		
Summerside Youth Centre	252,836		
Travel Bureau - Wood Islands	38,438		
Travel Bureau - Brackley	7,822		
Tourist Interpretive Centre - Poole's Corner	55,798		
Tyne Valley Youth Centre	37,284		
Veterinary Building - O'Leary	31,448		
West Prince Regional Services Centre	61,083		
Total Maintenance of Buildings		8,687,489	
TOTAL MAINTENANCE OF BUILDINGS BRANCH			9,503,265

Accommodations

Accommodations - Administration			
Salaries	85,117		
Total Accommodation Administration		85,117	
Rent or Leased Premises			
Airport - VIC	8,636		
Albany Warehouse	15,867		
Aulac - VIC	9,345		
C.A.D.C., Harbourside	21,136		
Cambridge Building	171,412		
Caribou VIC	6,094		
Cavendish VIC	34		
Cavendish Cottage	7,183		
Concorde Bldg	128,987		
Davies Law Courts	797,426		
Eastern Kings Health Centre	2,880		
Eastern Kings Reg. Ser. Centre	221,236		
East Prince Reg. Ser. Centre	198,117		
Evangeline Health Centre	24,437		
Farm Centre	23,406		
Fisheries Warehouse	40,123		
Heartz-O'Halloran Bldg.	24,066		
Holland College Royalty Centre	68,497		
Holland College, St. Eleanors	38,049		
Island Transit	17,019		
Johnston Building	64,160		
Kensington Community Centre	9,853		
Kings County Memorial Hospital	6,178		
O'Leary Community Hospital	13,016		
O'Leary Dental Clinic	2,834		
PEI Liquor Control Commission - Borden VIC	21,376		
Prince County Hospital	4,188		
Reliance Garage	133		
Research Station	255,866		
Royalty Mall	240,531		
Seamans Bldg.	19,556		
Souris Hospital	40,826		
Souris Town Hall	3,479		
St. Paul's Rectory	25,829		
Sherwood Fire Hall	127,815		
Stanhope VIC	748		
Summerside Waterfront Dev. Corp.	83,101		
Albert Thomas Building	75,920		
Tignish Health Co-op	4,692		
Total Rent or Leased Properties		2,824,051	
TOTAL ACCOMMODATION & LEASED PROPERTIES			2,909,168

Properties & Surveys			
Salaries	477,856		
Travel	36,964		
Material & Supplies	61,941		
Prop. Taxes on Prov.-Owned Property	33,445		
Field Equipment & Supplies	848		
Control Survey Network Maint. Legal Fees & Contract Serv	10,232		
Total Properties & Surveys		621,286	
TOTAL BUILDINGS BRANCH			13,602,329
TRANSPORTATION BRANCH			
Salaries	133,330		
Travel	4,753		
Office & General	1,097		
Material & Supplies	712		
Transportation Advisory Services	3,655		
Contract Services (Legal)	30,654		
Total Transportation		174,201	
Island Transit			
Salaries	42,629		
Travel	400		
Tel & Tel	1,208		
Material & Supplies	80,888		
Total Island Transit		125,125	
TOTAL TRANSPORTATION DIVISION			299,326
TOTAL DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS ORDINARY ACCOUNT			49,732,355

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
Province of Prince Edward Island

CAPITAL EXPENDITURES
Year Ending March 31, 1991

HIGHWAY CONSTRUCTION DIVISION

Construction Administration

Salaries & Wages	1,151,407		
Travel	6,843		
Miscellaneous	141		
TOTAL CONSTRUCTION ADMINISTRATION			1,158,391

Culvert C/A

Prince County	299,688		
Queens County	567,477		
Kings County	262,068		
TOTAL CULVERTS C/A			1,129,233

Bridges C/A

Prince County

Bradford Road	36,292		
Coleman Bridge	144,250		
East Newton	155,453		
Hamilton	12,834		
Indian River Bridge	44,444		
Lower Bedeque Box	17,848		
MacLean Bridge	21,443		
Mt. Pleasant	19,104		
Ross Cormier-Dunk River Bridge	76,789		
Total Prince County		528,457	

Queens County

Bonshaw Bridge	66,521		
Brackley Box	10,980		
Hills Bridge-Crapaud	6,129		
Hillsboro Bridge	461,391		
Pinette Bridge	8,277		
Pisquid Bridge	629,213		
Sherwood Road	28,976		
Stanley Bridge	44,363		
Watervale Arch	20,118		
Total Queens County		1,275,968	

Kings County

Bridgetown Bridge	27,150		
Cardross	19,189		
Naufrage	49,851		
St. Peter's Bridge	28,850		
St. Peter's Causeway	46,481		
Total Kings County		171,521	
Bridges Miscellaneous C/A		464,245	
TOTAL BRIDGES C/A			2,440,191

COOPERATION AGREEMENT

Charlottetown Perimeter Road	185,188	
Clermont Rd.-Travellers Rest Intersection	54,647	
Crossroads - Johnson Ave.	8,584	
Douglas Street-MacEwen Rd, Rte 2	992,767	
Hazelbrook	167,569	
Southport - Johnson Drive	943,281	
Travellers Rest-Central St.	500,566	
York Road-Bedford Rd	430,613	
Miscellaneous Research Cost	9,382	
Cox Profilograph	34,317	
Technical Assistance for CATD Research Analysis	15,332	
Environment Review of Specifications & Procedures	24,254	
Traffic Information Requirement Study	7,918	
Study - Charlottetown Perimeter Highway	27,320	
Traffic Monitoring Systems	12,412	
Offshore Aggregate Feasibility Study	24,386	
TOTAL COOPERATION AGREEMENT		3,438,536

HIGHWAY RECONSTRUCTION

Prince County

Albany Interchange	344,888	
Albany Road	45,271	
Alberton-Elmsdale	81,563	
Barlow Rd.	376,383	
Bartlett Road	554,085	
Bloomfield-Foy Road	224,612	
Church St.Tignish(89)	142,172	
Clermont Rd.	20,420	
Egmont Bay Rd.	187,040	
Glenwood Rd.	295,215	
Grand River Rd. - Lot 16	386,063	
Grand River Road	71,578	
Kelvin Grove - snowtrap	37,322	
Kensington - Rink Road	238,810	
Line Road	265,308	
Malpeque Road	186,017	
Mill River East Rd.	478,632	
Miminegash Rd.	101,568	
Miscouche - Chip Surfacing	349,942	
New London Rd. - Margate	89,170	
North Carleton Rd.	87,085	
Notre Dame St. - St. Eleanors	30,271	
O'Leary Road	225,360	
O'Leary Road (89)	219,459	
Palmer Road	58,002	
Pope Road	152,417	
Reid's Corner Intersection	342,921	
Shore Road - Cape Wolfe	15,198	
Tyne Valley Storm Sewer	31,614	
West Devon - Woodstock	2,074,574	
Wilmot Bridge - Chip Seal Surfacing	262,885	
Total Prince County		7,975,845

Queens County			
Arcona Drive-Messer Dr., Sherwood	63,845		
Bedeque Road - Shamrock	169,987		
Bedford Rd.	425,403		
Belle River - TCH East	26,728		
Bunbury Road	213,595		
Cavendish Road	8,757		
Charlottetown Perimeter Highway	325,610		
Cherry Valley Corner (property)	36,005		
Cornwall - New Haven, slurry seal	10,315		
Duncan Heights, Sherwood	56,367		
Ferry Road	82,746		
Forty-Eight Road	512,968		
Freetown Road	105,133		
Hillsboro Bridge Approach	672,282		
Hiscott Property - East Royalty	2,798		
Lyndale Road	342,004		
MacLean-Cheverie, Sherwood	81,933		
Meadowbank Rd	190,587		
Monaghan Rd. South	190,961		
Monaghan Road North	109,687		
Montgomery Drive, Sherwood	70,292		
New Glasgow Road	1,962		
New London Road, Clinton	184,985		
New London Road, Stanley Bridge	17,232		
Norwood Int - York Road	201,087		
Pownal Road	150,278		
Rattenbury Road	27,153		
Rustico Streets	11,953		
Rustico Road Intersection	359,252		
Sherwood (various streets)	43,919		
St. Peter's Road Reconstruction	534,849		
St. Peter's Road	140,955		
Village Green Road	40,799		
Warren Grove Road	77,008		
West Royalty (various streets)	4,702		
Wiltshire Road	36,482		
Wiltshire Road	654,372		
Total Queens County		6,184,991	
Kings County			
Commercial Road	413,275		
Forty-Eight Road	55,716		
Georgetown Road	634,178		
Midgell Bridge-St. Peters	322,669		
Rollo Bay - St. Charles	19,867		
St. Georges Road	301,945		
St. Peters Lake (land purchase)	2,300		
Sturgeon Road	84,629		
Total Kings County		1,834,579	
Survey & Travel Expenses	2,434,632		
Sundry Account	40,899		
Asphalt Material	319,126		
Seeding Operation	44,513		
Construction Signs	29,848		
Total		2,869,018	
TOTAL HIGHWAY RECONSTRUCTION			18,864,433

PROVINCIAL PAVING

Prince County

Ascension Road - lighting	3,428	
Ashley Murphy Rd.	37,219	
Back Settlement Road	60,133	
Baseline Road	11,550	
Broderick Road - Grade	27,262	
Broderick Road - Paving	71,446	
Cannontown Road	92,734	
Carleton Dump Road	15,917	
Casey Road	13,267	
Centennial Dr.	19,439	
Central Bedeque (safety)	6,900	
Central Bedeque (intersection)	1,010	
Cheese Factory Road	50,624	
Clovis Martin Road	10,120	
Central Line Road	44,967	
Haliburton Road	20,000	
Hickey Road	37,287	
High Ball Road	8,479	
Kennedy Road	44,561	
Lighting - Rte. 101 & 104	3,065	
Lyle Road	12,165	
Marsh Road	4,006	
Mill Road	42,449	
Miscouche	12,563	
Palmer Road North	26,287	
Portage Road	29,759	
Ramsay Road	38,962	
Richards Road	77,603	
Seawood Road(P3)	6,941	
Shaw Road	44,447	
Shields Road	6,820	
Springhill	12,068	
East Drive -St. Eleanors	12,029	
Taddy Road	89,313	
Tignish Shore Road	1,192	
Walker Ave. - Wilmot	170,493	
Wellington	17,094	
West Devon	28,534	
Liquid Calcium Chloride (Prince Co.)	17,632	
Construction Utility Crews (1st Prince)	34,333	
Draining Storm Drains	40,623	
Pavement Repairs	149,782	
Pulverizing - (3rd Prince)	209,252	
Beaver Dams	2,965	
Erosion Control	11,075	
Shoulder Repairs	47,923	
Special Crews (5th Prince)	26,549	
Prince County - Storage Shed	125,000	
1st Prince Ditching	147,358	
2nd Prince Ditching	122,563	
3rd Prince Ditching	92,269	
4th Prince Ditching	69,471	
Total Prince County		2,308,928

Queens County

Auburn Road	59,862
Bannockburn Road	43,281
Brush Wharf Road	6,122
Bungay Road	34,992
Campbellton Road Intersection (light)	2,672
Centre Road	9,796
Charlottetown Driving Park (parking lot)	15,284
Church Road	46,656
Cornwall Road	21,584
Crapaud - overhead sign	9,346
Dougan Road	99,819
Dromore Road (ditching)	23,703
Dromore Road	138,444
Dump Road	27,122
Dusky Road	58,286
Ebenezer Road	5,283
Eliot River Road	103,404
Ferry Road (snowtrapping)	23,776
Hampton Road	750
Horne Cross Road	55,750
Hunter River (safety)	1,500
Hunter River Intersection	12,127
Iris Road (ditching)	12,156
Iris Road (sandstone)	11,956
Kilkenny Road	24,402
Lyndale Road	5,841
MacEwen Road	14,915
Meadowbank Road (snowtrapping)	19,677
Mill Road	106,226
Millvale Road	175,351
Monaghan Road	3,491
Murray Road	29,814
Maypoint Road	281,948
Newtown Cross	3,939
Orwell Cove Road	63,649
Pinette Road	12,892
Pleasant Valley/Smith Road (light)	3,843
Quinn Road	18,840
Rink Road - Queens Point	13,069
Selkirk Road	241,840
Sherwood Road - flashing beacons	7,689
Simpson Road	104,818
Snowie Road	12,277
St. Patrick's Road	60,683
Tracadie Cross (safety)	447
Village Green Road	17,332
Westmoreland Road	17,238
Wharf Road	19,466
Wiltshire Road	5,523
West Royalty (landscaping)	184
Liquid Calcium Chloride	17,632
Construction Utility Crew (2nd Queens)	35,148
Construction Utility Crew (3rd Queens)	38,309
Construction Utility Crew (4th Queens)	5,359
Construction Utility Crew (5th & 6th Queens)	24,860
Deep Patch Crew (1st & 2nd Queens)	138,000
Drainage Repair	48,119
Pavement Repair, Queens County	209,465
Seeding Crew	11,398
Erosion Control	55,926

Shoulder Repair	45,387	
Ditching (1st Queens)	58,380	
Ditching (2nd Queens)	65,728	
Ditching (3rd Queens)	77,709	
Ditching (4th Queens)	66,819	
Ditching (5th & 6th Queens)	63,392	
Pulverize & Pave (6th Queens)	55,318	
Haye's Farm, Mt. Stewart	9,550	
Graveling (Queens County)	10,150	
Total Queens County		3,125,714

Kings County

Bennett Road	5,071
Brothers Road, pre-construction	18,726
Brothers Road	68,727
Bruce Road	40,586
Canavoy Road, pre-construction	24,705
Canavoy Road	79,347
Cardigan Intersection & 48 Road	2,890
Cumberland Road	48,331
Dewars Mill Road	25,371
Eglington Cross Road, pre-construction	4,092
Eglington Road	48,937
Grove Pine Road	66,970
Knox's Dam Rd. Pre-construction	7,282
Knox's Dam Rd.	43,124
Loane Road	77,297
Mill Road	52,752
Mitchell River Road	8,134
Morell Rear Road	107,124
Norris Pond Hill - drainage	19,207
Old Ross Lane Road	10,774
Panmure Island Beach Road	12,380
Primrose Intersection - lights	3,385
Quinn Road, pre-construction	2,991
Quinn Road	29,653
Robertson Road & Montague - light	3,459
Souris Causeway - lights	15,086
Souris Line Road	14,151
St. Charles New Road	93,373
St. Patrick's Road, pre-construction	2,642
St. Patrick's Road	43,761
Woodville Road	26,992
Construction Utility Crew (1st Kings)	30,227
Construction Utility Crew (2nd Kings)	27,412
Construction Utility Crew (3rd Kings)	5,479
Construction Utility Crew (5th Kings)	12,255
Liquid Calcium Chloride	15,075
1st Kings (Special Projects Crew)	76,731
2nd Kings (Special Projects Crew)	49,413
3rd Kings (Special Projects Crew)	38,013
5th Kings (Special Projects Crew)	36,264
1st Kings Ditching	52,010
2nd Kings Ditching	64,936
3rd Kings Ditching	46,795
4th Kings Ditching	56,549
5th Kings Ditching	49,747
Drainage Repairs	8,273
Repair Shoulders	28,148

Erosion Control	26,919		
Pulverize pavement & repair	143,856		
Graveling - Kings County	10,150		
Total Kings County		1,785,572	
Special Projects			
Flagperson Course	5,100		
US-SHRP Test	352		
Research Seasonal Roads	9,326		
Total Special Projects		14,778	
TOTAL PROVINCIAL PAVING			7,234,992
SUBDIVISIONS			
Claudette Stewart Subdivision	8,343		
Cleo Rioux Subdivision	43,863		
Eastland Mall Ltd. Subdivision	73,188		
Elliott Park Subdivision	1,212		
Firefighters Training Centre	11,243		
Henderson Heights Subdivision	15,700		
Kennedy Subdivision	60,031		
Lantern Hill Subdivision	38,444		
MacLauchlan Highlands Subdivision	7,472		
Oakland Ventures Subdivision	38,629		
Southview Estates, Phase III	67,815		
Stewart MacKay's Subdivision	32,087		
Timber Lodge Subdivision Phase III	7,279		
Upton Park Subdivision	35,164		
Walter Walsh Subdivision	20,776		
Westview Holdings Subdivision	936		
TOTAL SUBDIVISION			462,182
HIGHWAY LABORATORY			1,237,776
PAVEMENT ASSISTANCE FOR DRIVEWAY			322,049
PAVEMENT MANAGEMENT SYSTEM			140,679
CAPITAL GARAGE EQUIPMENT			739,942
TOTAL HIGHWAYS CAPITAL ACCOUNT			37,168,404
CAPITAL BUILDING BRANCH			
Highway Maintenance Depot - Queens County	1,532		
Summerset Manor Renovations	8,750		
Jones Building - Modular Partitions	477,906		
Charlottetown Highway Garage Renovations	148,057		
West Prince Regional Services Centre	160,482		
Red Point Provincial Park	159,971		
Summerside Highway Garage	53,388		
MacMillan Building	90,488		
Library Services - Morell	29,250		
Potato Services Division	48,500		
Land Purchases	1,045,400		
Hospital Services Building	27,005		
Winter Games - Brookvale	900,596		
Grain Elevator Upgrading	981,260		
Golf Course Development	98,595		
TOTAL CAPITAL BUILDING BRANCH			4,231,180

TOTAL CAPITAL EXPENDITURES DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS	41,399,584
TOTAL DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS EXPENDITURES	91,131,939